

ARTICLE 342 ACCIDENT

Pilot's & Witnesses' Statements

**TOP SECRET**

CHANGE-A

ARTICLE 342 ACCIDENT

Pilots & Witnesses' Statements

A/C 342 ACCIDENT is changed as follows:

1. Page 40, line 6, after WHEN I WAS INITIALLY CHECKING OUT, add: AND I WOULD GO BACK IN THE BACK AND WATCH IT. BUT YOU REALLY WOULDN'T SEE THE WING FLEX FROM LOOKING AT HIM DIRECTLY BACK IN THE BOOM POSITION. THE WING FLEXING YOU WOULDN'T NOTICE SO MUCH THERE AS WHERE YOU ARE LOOKING - HE WAS RIGHT AND LEVEL WITH MY EYES AND YOU COULD SEE IT - THE WING FLEXING.

[REDACTED]  
THIS IS IN LEVEL FLIGHT.

[REDACTED]  
YES SIR.

[REDACTED]  
SO IN LEVEL FLIGHT THERE MUST HAVE BEEN SOME MINOR TURBULENCE THERE. MAYBE YOU DIDN'T FEEL THE TURBULENCE?

[REDACTED] -  
I WOULD SAY IT WAS SMOOTH, IT WAS SMOOTH AS IT COULD BE.

[REDACTED]  
BUT WHAT I WAS SAYING THERE MUST BE SOME REASON FOR THE FLEXING OF THE WING. EITHER TURBULENCE OR A MANEUVER. WAS HE ACTUALLY MANEUVERING WHEN YOU NOTICED THE FLEX?

[REDACTED] -  
NO SIR. HE WAS FLYING FORMATION. HE WAS ACTUALLY HOLDING FORMATION WITH ME.

[REDACTED]  
THEN IT WAS THE LEFT WING YOU SAW FLEXING?

[REDACTED] -  
YOU COULD SEE BOTH WINGS FLEXING.

[REDACTED]  
HOW CLOSE WAS HE?

**TOP SECRET**



TOP SECRET

25X1A CHANGE-A

[REDACTED]

25X1A I WOULD SAY THAT HE WAS 200 FEET OFF THE TIP OF MY WING.

[REDACTED]

THEN THERE WAS NO CHANCE OF YOUR WING AFFECTING HIM?

2. Page 40, line 14, after PUSHING VERY MUCH AIR OUT, add: THAT FAR. NOW IF IT WAS HIGHER, IF I WAS FLYING AT A HIGHER AIR SPEED I COULD SEE THAT BOW WAVE EFFECT YOU MIGHT GET.

[REDACTED]

25X1A COULD YOU ESTIMATE HOW MANY MINUTES IT WAS FROM BREAKAWAY TO THE TIME FROM LEVEL FLIGHT HE STARTED CLIMB?

[REDACTED]

WELL WE BROKE AWAY, I DON'T KNOW IF THE NAV LOGGET IT, I DON'T HAVE ANY PRECISE TIME BUT I WOULD GUESS FROM THE TIME HE BROKE AWAY UNTIL HE WAS BACK IN POSITION- 2 OR 3 MINUTES.

TOP SECRET

TOP SECRET

COPY #11

PILOT'S STATEMENT

A/C 342 ACCIDENT

[REDACTED]  
GENTLEMEN, WE ARE ALL GATHERED HERE FOR THE STORY AS

TOLD BY THE PILOT, [REDACTED] ON THE ACCIDENT TODAY

ON A/C 342, WHICH OCCURRED TODAY DURING REFUELING. [REDACTED]

WHAT WE'LL PROBABLY DO IS JUST START OFF WITH YOUR STORY

AND THEN [REDACTED] AND I CAN FILL IN WHAT WE SEEN

AFTERWARDS SO IF YOU JUST GO RIGHT AHEAD FROM THE BEGINNING

TO THE END AND TELL US YOUR COMPLETE STORY OF IT.

[REDACTED]  
WELL - RATHER - I DON'T THINK THERE WAS ANYTHING TO - EVERY-  
THING WAS NORMAL THRU THE REFUELLING. YOU DON'T FEEL THERE  
WAS ANYTHING WORTH GOING INTO THERE DO YOU?

[REDACTED]  
NO I'VE ALREADY TOLD THE LOCKHEED PEOPLE MY STORY ABOUT  
THE DRY HOOKUP AND SO ON. SO THEY'VE GOT MOST OF THAT.

IDEA-3045-66  
COPY 3 OF 7

TOP SECRET

~~TOP SECRET~~

25X1A



EVERYTHING WAS QUITE NORMAL AND IN FACT IT WAS EXCELLENT. EVERYTHING WAS WORKING REAL FINE. AND WE COMPLETED WITH THE BREAKAWAY AND I PULLED OFF TO THE RIGHT, UP AND UP NEXT TO THE 135 AND WAS TALKING WITH THOSE FELLOWS AND I WAS GOING TO PULL OFF AND COME HOME. IT WAS ABOUT 10:20 AND WE WANTED THE AIRPLANE ON THE GROUND BY 10:30. AND I LOOKED DOWN AND I HAD ABOUT 210 KNOTS. I WAS IN GUST AND I RECALL THE SPEED BRAKES WERE IN. I JUST PULLED OFF AWAY FROM THEM WHICH I HAD DONE MANY TIMES WITH 210 KNOTS AND STARTED TO SHAKE A LITTLE BIT AND EVEN BEFORE I COULD TAKE ANY ACTION AT ALL IT JUST - IT SHULDERED - IT CAME APART. AND THEN I - I DON'T KNOW WHAT COME OFF YOU COULD PROBABLY TELL BETTER THAN I - BUT IT WAS JUST A SLIGHT SHUDDER AND THEN ALL OF A SUDDEN IT LUNGED FORWARD - IT FELT LIKE IT LUNGED FORWARD AND JUST CAME A FALLEN - IT WAS JUST - OR TUMBLE - IT FELT LIKE IT WAS TUMBLING AND THEN I PLAYED WITH THE YOKE TO SEE IF I HAD ANY CONTROL AND I FELT LIKE I HAD SOME, A LITTLE - BUT NOTHING THAT I COULD RIGHT IT WITH AND I LOOKED OUT AND I HAD NO WING AT LEAST ON THE RIGHT. BACKGROUND VOICE - "RIGHT WING".

~~TOP SECRET~~

RIGHT WING WAS GONE. I DIN'T EVEN LOOK FOR THE LEFT ONE. I JUST LOOKED OUT AND SAW THE RIGHT WING WAS GONE. I KNEW I WAS GOING TO HAVE TO GET OUT, SO I - IT WAS - IT REALLY WASN'T VERY VIOLENT, REALLY I WAS QUITE SURPRISED CAUSE I'VE HEARD SEVERAL STORIES ABOUT HOW VIOLENT IT GETS - IT GETS YOU ON YOUR BACK AND THROWS YOU AROUND. I WAS CONSCIOUS THRU THE WHOLE THING - MADDER THAN HELL CAUSE I COULDN'T CONTROL IT AND FINALLY DECIDED THAT I WAS GOING TO HAVE TO GET OUT, THERE WASN'T ANY OTHER ALTERNATIVE. SO I PUT THE FEET IN THE STIRRUPS AND ASSUMED THE PROPER POSITION AND AMAZINGLY ENOUGH I REACHED FOR THE T BIRD TO EJECT - REACHED FOR THE T BIRD HANDLE FIRST AND GRABBED BOTH HANDLES LIKE THAT AND THEN REALIZED IT WAS WRONG AND I NEVER DID SEE ANY INSTRUMENTS OR SPEEDS OR INDICATIONS WHEN I WAS TUMBLING - IN FACT I TRIED TO CALL BEFORE I STARTED TO GET OUT. I WENT TO MAKE A TRANSMISSION AND THERE WAS NONE - IT WAS DEAD. APPARENTLY, UNLESS YOU HEARD IT I DON'T THINK ANYONE HEARD ANY OF IT. I PULLED THE HANDLE AND IT WAS THE LONG WAIT AND THE CANOPY WENT OFF AND THEN IT FIRED ME OUT AND IT WAS NOTHING WORSE THAN A GOOD SOLID FOOTBALL TACKLE. IT FELT TO ME. - JOLT BUT THAT WAS ALL AND I WAS OUT AND I COULD FEEL THIS - I COULD SORTA COULD FEEL THE SEAT LEAVE AND THEN, YOU KNOW THAT NICE QUIET SOFT FEELING UP THERE AND FLOATED DOWN. I PLAYED A LITTLE SKYDIVING ROUTINE

TO SEE IF I COULD SKYDIVE AND THEN I REALIZED I WAS GOING TO HAVE TO CHECK AND THEN I WAS BECOMING CONFUSED AS TO WHETHER I HAD MY DOG SNAP HOOKED OR NOT AND OBVIOUSLY IT WASN'T HOOKED AND SO THEN I, YOU KNOW HOW YOU CONFUSE AT ALTITUDES AS WHERE YOU ARE - HOW HIGH YOU ARE FROM THE GROUND SO I PULLED THE D-RING - GRABBED THE D-RING AND PULLED IT AND GOT A BIT OF A JOLT AND IT BLOSSOMED AND I DON'T KNOW WHAT ALTITUDE I WAS BUT IT WAS AWFULLY COLD UP THERE - MY HANDS GOT REAL COLD. AND THE THING WAS ROCKING A LOT AND JUST BEFORE 2 or 3,000 FEET I PULLED THE SURVIVAL KIT GEAR AND RELEASED IT AND THAT ISN'T TOO GOOD A - I DON'T KNOW WHETHER IT'S A GOOD IDEA OR NOT - IT SWINGS AN AWFUL LOT - MAYBE IT WAS THE WIND BUT IT WAS SWINGING PRETTY BAD AND SWINGING ME AND CONSEQUENTLY GIVING ME A LOT OF SWING THAT I DIDN'T HAVE PRIOR TO RELEASING THAT THING AND THEN I WENT THRU THE CLOUD DECK. THEN OF COURSE I PLAYED AROUND WITH THE RISERS SOME BUT FOUND THAT I COULDN'T CONTROL IT TO MY SATISFACTION AT LEAST. SO THEN I STARTED SEEING THE GROUND COMING SO I JUST ASSUMED THE PROPER POSITION AGAIN AND WAITED AND I HIT GOING BACKWARDS AND HIT MY FEET JUST RIGHT, AND ON MY BUTTOCKS AND MY HEAD. AND I HAD RELEASED THE RISERS HERE CAUSE I WAS AFRAID WE'D

~~TOP SECRET~~

HAVE THE WIND THAT THEY FORECASTED HERE AND IF I HAD THE WIND UP IN THE MOUNTAINS I WOULD WANT TO GET OUT OF THAT. AND I PULLED THE TWO RISERS JUST AS I HIT - - MY RELEASE HANDLES AND THE CHUTE WAS A BIT BLOSSOMED - KINDA HALF BLOSSOMED AND IT FELL AS SOON AS I RELEASED THE RISERS - IT FELL DOWN - WELL - I WAS A BIT SHOCKED AND GOT MY BREATHE AND SAW YOU GUYS AND WAVED AT YOU AS YOU WENT BY AND THEN I WENT AND GOT MY SURVIVAL GEAR OUT AND ONE OUT OF THE PARACHUTE FIRST AND I TURNED THAT THING - WHAT I THOUGHT TURNED IT ON - SOMEBODY TOLD ME IT WAS ON AUTOMATICALLY BUT I TURNED IT ON - AND THEN I WENT AND GOT MY UH GUARD CHANNEL C4 TYPE TRANSMITTER AND I TRIED TRANSMITTING AND I WAS TALKING TO THE TANKER BUT EVERYTIME HE TRIED TO TRANSMIT TO ME MY SQUEAL FROM THAT FIRST ONE WAS COMING THRU AND I COULDN'T HEAR HIM - AND I FINALLY REALIZED WHERE THE SQUEAL WAS COMING FROM AND GOT IT OFF. AND THEN I MOVED UP TO A CLEARING, BUT THE HELICOPTER COULDN'T COME IN THERE SO THEN HE CAME ON IN FURTHER DOWN - WE HAD LARGER CLEARING - AND THEY CAME OUT AND MET ME ABOUT HALFWAY - WE PICKED UP THE SURVIVAL GEAR AND CAME HOME. THAT FROM BEGINNING TO END.

~~TOP SECRET~~



25X1A



I MIGHT JUST MENTION THAT TOM AND I WERE IN THE T BIRD FLYING OFF I'D SAY ABOUT 2 MILES TO THE EAST OF THE KC135 AND THE U2 AND WE SEEN THIS WHEN IT HAPPENED AND THE TANKER ALSO TRANSMITTED THAT THE WING HAD COME OFF AND THEN WE LOOKED FOR YOU, I GUESS - IT SEEMED LIKE A LONG TIME - BUT I IMAGINE AT LEAST A MINUTE AND A HALF OR TWO MINUTES BEFORE WE SEEN YOUR PARACHUTE. DURING THIS TIME WE WERE LOOKING AND PROBABLY IN A DESCENT - I NEVER DID CHECK MY ALTIMETER - WE SEEN YOUR PARACHUTE OPEN - WE SEEN IT OPENED - I DON'T REALLY KNOW WAHT ALTITUDE THIS WAS - A WING WAS BELOW YOU IN A KINDA OF A OSCILLATING ARRANGEMENT. THE HEIGHTS OF THE CLOUDS WAS 8,000 FEET - THE TOPS OF THE CLOUDS WERE 8,000 FEET AND WE SEEN DEAK WHEN HE PULLED HIS SURVIVAL EQUIPMENT AND WE SEEN IT DEPLOYED BELOW HIM AND THEN ALMOST IMMEDIATELY HE WENT INTO THE CLOUDS SO I'D SAY YOU PULLED AT MAYBE 2,000 FEET ABOVE THE CLOUDS OR SO - YOU WERE OSCILLATING - THE PARACHUTE - YOU WERE JUST GOING BACK AND FORTH LIKE THIS ALL THE WAY DOWN.

25X1A



YEAH, YEAH, IN FACT I GOT, WAS GETTING SICK.

~~TOP SECRET~~

25X1A

[REDACTED]

QUITE RATTY BUT WE REMARKED ABOUT IT - THERE MUST HAVE BEEN SOME PRETTY STRONG WINDS UP THERE - AND WE SEEN YOU THE FIRST TIME ON THE GROUND - AND NEXT TWO TIMES WE WENT BY WE MUST HAVE BEEN GOING UP THE WRONG CANYON.

25X1A

[REDACTED]

25X1A

YOU WERE TOO SOUTH - SOUTH.

[REDACTED]

TOO FAR SOUTH? WE HAD TO PULL UP INTO THE OVERCAST AND WE WENT BACK AROUND AGAIN. IT WAS - WE MISSED YOU.

25X1A

[REDACTED]

YOU SAY THE RIGHT WING CAME OFF?

25X1A

[REDACTED]

I DON'T KNOW WHICH WING IT WAS - ALL I HEARD WAS THE TANKER SAY THAT THE WING HAD COME OFF. I DON'T KNOW IF TOM HAD SEEN WHICH WING IT WAS FOR SURE OR NOT.

~~TOP SECRET~~

~~TOP SECRET~~

25X1A

[REDACTED] -

NO IT SEEMS TO ME THE TANKER DID SAY THAT IT WAS THE RIGHT WING, HOWEVER, I'M NOT SURE ABOUT THAT - I DO REMEMBER THAT HE MENTIONED THE WING HAD COME OFF AND THAT THE AIRPLANE HAD DISCENTEGRATED. THAT WAS HIS COMMENT.

25X1A

[REDACTED]

AS I SAID I FELT WHEN THIS THING JOLTED ON ME AND KINDA JUST WENT ALL TO PIECES - IT SEEMED LIKE - YOU KNOW - I MEAN IT JUST STARTS THROWING YOU AROUND A LITTLE BIT AND I GRABBED THE YOKE AND STARTED PLAYING WITH IT TO SEE IF I HAD ANY CONTROL AND I FELT LIKE I STILL HAD TAIL AND I'VE BEEN THINKING ABOUT IT SINCE AND I THOUGHT I'D ALWAYS HEARD THAT THE TAIL COMES OFF BUT OF COURSE I DON'T KNOW - YOU SAID I'M INTERESTED TO SEE WHETHER THE TAIL WAS STILL INTACT AS WHICH CAME OFF FIRST.

25X1A

[REDACTED]

I THINK WHAT WE COULD DO IS CALL THOSE PEOPLE UP AT BEALE TODAY AND THEY MUST HAVE HAD A GOOD OBSERVER BECAUSE WHOEVER IT WAS, ALMOST AT THE SAME TIME I SEEN THIS HAPPENING, I HEARD HIM CALL ON THE RADIO THAT THE WING HAD COME OFF.

~~TOP SECRET~~

TOP SECRET

QUESTION: -

IT MUST HAVE BEEN THE BOOM GUY THEN HUH?

25X1A

[REDACTED]

EITHER THE BOOM OR -----.

25X1A

[REDACTED]

NO, I THINK IT WAS THE COPILOT. I WAS ON THE COPILOTS SIDE.

25X1A

[REDACTED]

YOU WERE UP FORWARD, THAT'S RIGHT?

25X1A

[REDACTED]

I PULLED UP ON THE RIGHT SIDE OF THE AIRPLANE AND THEN I PULLED OFF LIKE THIS.

25X1A

[REDACTED]

IS THERE ANY TURBULENCE AT ALL IN THERE?

25X1A

[REDACTED]

NO THERE WAS NO TURBULENCE VERY LIGHT IF ANY. IT WAS NOT NOTICEABLE.

TOP SECRET

25X1A

[REDACTED]

THIS WAS AT 35,000 FEET AND THE TANKER WAS HOLDING 200 KNOTS AND AT TIMES HE WAS A LITTLE BIT BELOW THIS - 197. WE BOTH REMARKED ABOUT IT AT ONE TIME SO I DON'T THINK AT ANY TIME HE EVER GOT ABOVE 200 KNOTS DURING THIS REFUELING - HE WAS REAL GOOD AT THAT.

NOW TO GO ON FROM HERE, MAY WE JUST START IN WITH ANYBODY FROM THE LOCKHEED PEOPLE WHO HAVE SOME QUESTIONS AND THEN LET LIFE SUPPORT GO IN FROM THERE.

25X1A

[REDACTED]

I'D LIKE TO ESTABLISH POSITION POSSIBLY A LITTLE BETTER. YOU WERE - YOU SAY YOU WERE IN THE COPILOT POSITION YOU WERE OUTBOARD OF THE RIGHT-HAND WING.

25X1A

[REDACTED]

25X1A

YEAH.

[REDACTED]

AND A LITTLE HIGH?

25X1A

[REDACTED]

YES. CAN ASSURE YOU I WASN'T - I DON'T THINK ANYTHING TO DO WITH THE JETWASH OR FROM HIS JETWASH OR WING WASH. I WAS

WAY OUT TO THE RIGHT SIDE AND FORWARD OF HIM. ACTUALLY, I  
MEAN THEY CAN GIVE YOU THE SAME STORY - I MEAN I WAS WAY OUT  
AND FORWARD OF HIM AND, YES - THAT ANSWERS YOUR QUESTION.

25X1A [ ] -

DID YOU NOTICE OR HAPPEN TO NOTICE EITHER THEN OR A SHORT  
25X1A TIME PRIOR TO THAT WHAT YOUR FUEL COUNT WAS?

[ ]

YES, IN THE 400's - IT WAS IN THE 400's. AND THAT WAS --

25X1A [ ] -

I THOUGHT YOU SAID IT WAS IN THE 200 GALLONS ABOUT WHEN YOU  
LOOKED AT IT AND STARTED DOWN?

25X1A [ ]

NO I NEVER MADE ANY STATEMENT ON FUEL, I DON'T BELIEVE TOM.

25X1A [ ]

JUST A FEW MINUTES AGO I THOUGHT YOU MENTIONED HOW YOU HAD  
LOOKED TO SEE WHAT YOUR FUEL STATE WAS, [ ]

25X1A

TOP SECRET

25X1A

[REDACTED] -

NO I THINK I SAW 400, ONE TIME - THAT WAS WHEN I WAS ON THE  
TANKER AND I WAS CHECKING WHEN WE WERE WORKING TO SEE WHEN  
I WAS COMING BACK.

COMMENT: -

690. PROBABLY LESS THAN THAT THOUGH.

QUESTION: -

FULL AUXILIARY TANKS?

25X1A

[REDACTED]

25X1A

YEAH.

[REDACTED] -

WHEN IT HAPPENED YOU FELT SOMETHING CAME LOOSE BUT YOU  
DIDN'T SEE WHAT IT WAS?

25X1A

[REDACTED]

NO - NO IT WAS A BIT OF A SHUDDER AND THEN I JUST FELT MYSELF  
BEING FLUNG IN THE COCKPIT - I SAW NOTHING.

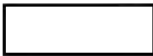
25X1A

[REDACTED]

DO YOU HAVE ANY FEEL FOR THE DIRECTION OF ROTATION?

TOP SECRET

25X1A



NO - ONLY I FELT LIKE THE NOSE WENT DOWN ON ME. BUT I SEEMED TO STAY KINDA UPRIGHT I WAS NEVER ON MY BACK - AND IN THE EARLY PARTS OF IT I WAS NEVER ON MY BACK BUT WHEN I DID FINALLY GET ON MY BACK I FELT LIKE I WENT OVER FORWARD ON MY BACK - IN OTHER WORDS I DIDN'T ROLL.

25X1A



YOU STAYED THAT WAY? NOT ON YOUR BACK IN A NOSE DOWN POSITION FOR AWHILE AND THEN YOU ROLLED OVER?

25X1A



YEAH I THINK I FELT LIKE I WAS THROWN FORWARD AND THEN I THINK I WAS KINDA DOING A LEAF, YOU KNOW, QUICK, FAST JERK AROUND LIKE THIS TYPE OF THING AND THEN I FELT MY - THEN IT FELT LIKE IT GOT PROGRESSIVELY WORSE. IT WAS GETTING PROGRESSIVELY WORSE AND THEN I RODE IT INTO THAT FOR AWHILE AS IT WAS ROUGH, TO SEE IF IT WAS GETTING - WHERE I WAS - IN WHAT POSITION AND SO FORTH. AND IT DIDN'T GET ANY WORSE - IN OTHER WORDS IT JUST GOT SO BAD WHERE IT WAS KINDA THROWING ME AROUND A LITTLE BIT - KINDA JERKING ME AROUND AND IT NEVER GOT ANY WORSE THAN THAT.

25X1A



THE TUMBLE THAT YOU REFERRED TO WAS, AS FAR AS YOU CAN RECALL, JUST FLIPPING OVER ON YOUR BACK ONCE AND THEN FROM THERE IT WAS A MOTION IN MOST ANY DIRECTION?



TOP SECRET

25X1A

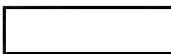


YES. NOW I'M NOT SAYING I FLIPPED - ORIGINALLY RIGHT ON MY BACK  
I KINDA FELT LIKE I WAS UPRIGHT UP AT THE FIRST. WHATEVER IT  
WAS DOING, I TOLD MIKE I WAS IN PRETTY GOOD FLYING POSITION -  
THAT I HAD LOST PART OF IT BUT NOT ALL OF IT. AND I FELT LIKE I  
COULD - I DIDN'T HAVE FULL CONTROL, YOU KNOW - I WAS STILL  
KINDA UPRIGHT AND I COULD LOOK AROUND AND STILL HAD A HORIZON.  
AND I LOOKED OUT AND MY WING WAS GONE.

QUESTION: -

YOUR RIGHT WING?

25X1A



THE RIGHT WING - I LOOKED OUT AND SAW A RIGHT WING GONE AND  
THEN I KNEW.

QUESTION: -

WERE YOU IN A CLIMBING TURN, DID YOU SAY?

25X1A



YES.

QUESTION: -

YOU WERE, AT THE TIME THIS OCCURRED - IT INITIALLY OCCURRED  
WHEN YOU WERE IN A CLIMBING RIGHT TURN?

TOP SECRET

25X1A

[REDACTED]

YES - A RIGHT CLIMBING TURN.

25X1A

[REDACTED]

ALSO, YOU WERE PROBABLY ABOVE THE TANKER AT THAT TIME WERE YOU NOT?

25X1A

[REDACTED]

OH, YES - LIKE I SAY, I FEEL CERTAIN AND I'M SURE THE TANKER WOULD AGREE THAT I WAS NEVER IN THEIR JETWASH OR ANYWHERE NEAR THEM - IN OTHER WORDS I DON'T BELIEVE IT WAS INDUCED BY THEM AT ALL. - BY THEIR JET - I WAS TO THE RIGHT AND ABOVE THEM PRETTY MUCH PULLING OFF TO THE RIGHT.

25X1A

[REDACTED]

COULD YOU GUESS APPROXIMATELY WHERE THE WING WAS GONE?  
DID YOU SAY YOU DIDN'T SEE ANY WING AT ALL AND -

25X1A

[REDACTED]

25X1A

NAH I JUST LOOKED OUT AND NO WING.

[REDACTED]

NO WING AT ALL?

QUESTION: -

WERE YOU APPLYING ANY AILERON AT THE TIME ?

25X1A



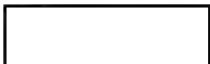
YEAH, A LITTLE. I WAS THROWING A LITTLE AILERON AND COMING BACK A LITTLE BIT.

I'D LIKE TO SAY, YOU KNOW THAT, NO I WOULDN'T LIKE TO SAY THAT I INDUCED IT BUT FOR YOUR BENEFIT TO SAY WHAT HAPPENED, YOU KNOW, I JERKED IT INTO THIS THING, BUT I'VE USED THIS MANEUVER MANY TIMES IN THE SAME POSITION, IN OTHER WORDS YOU KNOW, AND I'VE ALSO PULLED IT MUCH MORE ON TAKEOFF, YOU KNOW, WHEN WE'RE PULLING UP ON TAKEOFF - I FEEL A LOT MORE PRESSURE ON TAKEOFF THAN I FELT WITH THIS.

QUESTION: -

25X1A

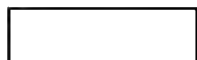
YOU WERE STILL IN GUST AT THE TIME?



YES, I WAS IN GUST. I HAD NEVER SHIFTED. I HAD BEEN IN GUST RIGHT AFTER TAKEOFF.

NOW, MIKE, I GUESS I SAID THE EQUIPMENT AS FAR AS THE EJECTION, CANOPY AND EVERYTHING WORKED JUST BEAUTIFULLY - JUST LIKE IT WAS SUPPOSED TO. AND OF COURSE THERE HAS ALWAYS BEEN SOME DOUBT AMONG OUR MINDS, I THINK, THAT THIS SYSTEM IS SUPPOSED TO WORK BUT IT NEVER DOES, YOU KNOW WHAT I MEAN, WE'VE HAD SEVERAL INCIDENTS WHERE GUYS HAVE GONE IN WITH THE AIRPLANE FROM ALTITUDES - WE ARE ASSUMING THAT THE AIRPLANE HAD BROKEN UP AND THEY DIDN'T GET OUT OF IT. OR AT LEAST THE SEAT DIDN'T WORK, YOU KNOW.

25X1A



DURING YOUR EJECTION, YOU DIDN'T FEEL ANY EXCESSIVE G FORCES THAT WOULD DISRUPT THE EQUIPMENT - IT WAS PRETTY MUCH A FAIRLY STANDARD TYPE EJECTION - YOU LEFT OTHER - NOT EXTREMELY ADVERSE CONDITIONS, LET'S PUT IT THAT WAY.

25X1A



NO, NO I WOULDN'T CONSIDER IT - NO I WASN'T BEING THROWN AROUND WHERE I COULDN'T ACTUALLY CONTROL MYSELF AND I DON'T BELIEVE THAT I WAS UPSIDE DOWN BECAUSE I COULD - I ACTUALLY COULD ACTUALLY MANEUVER AND PUT MY FEET IN THERE AND I COULD ACTUALLY PUT MY HANDS TO THE SIDE AND MANEUVER

MY HANDS. I'VE HEARD THAT WHEN YOU GET UPSIDE DOWN, GET AN AWFUL LOT OF G FORCES THAT YOU CAN'T - YOU HAVE TO WORK YOUR HANDS DOWN TO GET A HOLD OF THE EJECTION HANDLE AND THIS TYPE OF THING.

25X1A  -  
DO YOU FEEL YOU WERE UPRIGHT WHEN YOU EJECTED?

25X1A  -  
I DO - YES IN FACT, I CAN'T REALLY SAY I WAS EVER ON MY BACK MAYBE PART WAY, YOU KNOW PART OF THE SPIN MAYBE.

25X1A   
WERE YOU THROWN TO THE SIDE OF THE COCKPIT?

25X1A  -  
YES - I WAS KINDA BEING THROWN BOTH WAYS.

25X1A : -  
YOU DIDN'T HEAR ANY BANG OR ANYTHING PRIOR TO THIS VIBRATION - INITIAL VIBRATION - SHUDDER?

25X1A  -  
IT ALL HAPPENS PRETTY QUICK, JOHN.

25X1A  -  
VERY FIRST THING WAS THE SHUDDER.

25X1A

[REDACTED]-

YEAH, A SLIGHT SHUDDER, "CH-CH-CH", AND THEN "BANG", "WHAM", AND THEN EVERYTHING JUST - SICKENING FEELING AND THEN YOU'VE GOT NO MORE CONTROL. AND IT WASN'T A BAD SHUDDER, YOU KNOW, WHAT I MEAN, IT WASN'T ONE OF THESE FULL STALL SHUDDERS AND THIS TYPE OF THING IT WAS - AND I MENTION IT ONLY BECAUSE IT WAS SLIGHTLY NOTICEABLE, THAT'S ALL.

25X1A

[REDACTED]-

DO YOU HAVE ANY OTHER QUESTIONS, LOCKHEED?

25X1A

[REDACTED]

25X1A

[REDACTED]

, THIS WAS A LOW LEVEL FLIGHT SO IT IS GOING TO BE VERY SHORT - I GOT MOST OF THE QUESTIONS I NEED. DID YOU MAKE ANY PREPARATION FOR BAILOUT OTHER THAN THE ONE TO BAILOUT POSITION AND PULL THE D-RING SUCH AS DISCONNECT ANY COMMUNICATION CORD, PULL DOWN YOUR HELMET, VISER, OR ANYTHING EXCEPT --

25X1A

[REDACTED]

NO. NO I DIDN'T PULL THE VISER, ON MY WAY DOWN I TRIED MY CHIN STRAP AND MADE SURE I HAD MY HELMET WHEN I HIT.

25X1A

-

YOU HAD NO PROBLEM WITH ANYTHING GOING OUT, DO YOU REMEMBER IF YOU HIT ANYTHING IN THE SEAT EJECTION SUCH AS THE CANOPY OR CAN YOU RECALL ANYTHING THAT YOU WOULD HAVE HIT?

25X1A

NO. I GOT THESE BRUISES ON MY KNEES AND LEGS 'RIGHT SIDE. I DON'T KNOW. AND IT WASN'T FROM LANDING ON THE GROUND, I'M SURE.

SO IT'S IN THE PROCESS OF GETTING OUT, OR BANGING AROUND THE AIRPLANE.

25X1A

-

25X1A

YOU HAD REMOVED YOUR LOW LEVEL LANYARD ON THE WAY UP?

25X1A

YES.

25X1A

AND YOU HAD YOUR OXYGEN MASK ON?

YES.

TOP SECRET

25X1A

[ ] -

DID YOU HAVE ANY TROUBLE ---

25X1A

[ ]

25X1A

I HAD ALSO REMOVED THE LITTLE PIN.

[ ]

THE SEAT PACK PIN WAS REMOVED BEFORE EJECTION?

25X1A

[ ]

YEAH BEFORE TAKEOFF AND I HAD LEFT IT OUT.

25X1A

[ ] -

HAD YOU DISCONNECTED YOUR LOW LEVEL LANYARD?

25X1A

[ ]

25X1A

YES ON THE WAY UP. D-RING?

[ ] -

25X1A

RIGHT. [ ] CONTINUES: - DID YOU HAVE ANY TROUBLE SEPARATING YOURSELF AND THE SEAT PACK FROM THE SEAT ITSELF? OR DID IT JUST SEEM TO BE GONE?

25X1A

[ ]

NO WHEN I SQUEEZED IT, IT FELL RIGHT DOWN.

TOP SECRET



TOP SECRET

25X1A

[ ] -

AND AFTER YOU EJECTED THOUGH, WAS THE SEAT JUST GONE? DID YOU HAVE TO PULL YOURSELF AND THE PACK OUT?

25X1A

[ ] -

NO - I JUST SORTA FELT IT LEAVING ME. I DIDN'T CONSCIOUSLY DO ANYTHING TO GET RID OF THE SEAT - NO.

25X1A

[ ] -

DID YOU HAVE ANY PROBLEM REACHING ANYTHING SUCH AS YOUR D-RING, OR YOUR SEAT PACK HANDLE WHEN YOU RELEASED IT?

25X1A

[ ] -

NO, SEAT PACK HANDLE IS QUITE HANDY, VERY NICE BECAUSE OF THOSE ANTI-FLAIL STRAPS I'M SURE.

25X1A

[ ]

DID YOU READILY FIND YOUR RIP CORD?

25X1A

[ ]

I HAD A BIT OF TROUBLE BECAUSE OF COURSE THE TWO PARACHUTES WE FLY ARE DIFFERENTLY AND YOU'RE A BIT CONFUSED AND I REACHED THE WRONG PLACE THE FIRST TIME. I REACHED OVER HERE. AS SOON AS I DIDN'T FIND IT, I KNEW WHERE IT WAS.

TOP SECRET

25X1A

[REDACTED]

AND YOU MANUALLY PULLED UP YOUR TIMER AND DIDN'T ACTIVATE ---

25X1A

[REDACTED]-

NO I MANUALLY PULLED IT. IT WAS AWFULLY HARD TO SIT THERE  
AND WAIT. AWFULLY HARD! ESPICALLY WHEN YOU'RE OVER  
MOUNTAINS.

25X1A

[REDACTED]

FOR YOUR INFORMATION AS YOU KNOW, IT WOULD HAVE AUTOMATICALLY  
OPENED AT 14.000.

25X1A

[REDACTED]

I KNOW.

25X1A

[REDACTED]-

AND EVERYTHING YOU DID WAS SO CORRECT ON RELEASE OF THE PARA-  
CHUTE CANOPY ITSELF IN FIGURING ON THIS WIND, DID YOU RELEASE  
YOUR GUARDS FOR THE CANOPY RELEASES ON THE WAY DOWN?

25X1A

[REDACTED]

YEAH AS I WENT THROUGH THE CLOUD LAYER AND AS I COULD SEE THAT  
I WAS COMING UP TO THE GROUND PRETTY RAPIDLY AND I RELEASED  
IT - THE TWO GUARDS.

25X1A

[REDACTED] -

AND WHEN YOU TOUCHED THE GROUND YOU RELEASED BOTH CANOPIES?

25X1A

[REDACTED]

YEAH AND IT WAS STILL - THEY RELEASED BUT THEY WERE STILL  
CONNECTED TO ME THROUGH THAT RADIO CORD, YOU KNOW, THAT  
RUNS UP THROUGH THE RISER AFTER I FINALLY - AND IT WAS KINDA  
HALF BLOSSOMED AND I WASN'T SURE WHETHER I HAD GOTTEN RID OF  
THEM SO I QUICKLY GOT OUT OF THE CHUTE AND WHEN I TOOK A LOOK  
AT THE CHUTE, I SAW THAT THE RISERS WERE STILL CONNECTED,  
HELD THROUGH THAT ANTENNA CORD, YOU KNOW WHAT I MEAN?

25X1A

[REDACTED]

IT HAD COLLAPSED THEN, THIS WOULD OF BEEN ALRIGHT BECAUSE  
THIS IS JUST AN ANTENNA AND IT WOULD HAVE PULLED ON OUT HAD  
IT HAD ANY WIND IN THE CANOPY ---

25X1A

[REDACTED]

I KNOW IT WOULD HAVE. IT'S AWFUL TIGHT.

25X1A

[REDACTED] -

IT'S A SLIP PLUG WITH A SLIP RING. THANK YOU

[REDACTED]

25X1A

QUESTION: -

YOU HAD OXYGEN ALL THE WAY TO THE GROUND?

TOP SECRET

25X1A

[REDACTED]

ALMOST, I HAD - JUST AS I WAS REACHING THOSE CLOUD LAYERS. I  
FELT LIKE THE OXYGEN WAS - I WAS LOOSING MY OXYGEN, SO I TOOK  
THE MASK OFF, BEFORE I HIT.

25X1A

[REDACTED] -

DO YOU HAVE ANYTHING YOU WISH TO COMMENT ON?

25X1A

[REDACTED]

THOSE RISER GUARDS, STEVE, DID YOU LOOK TO SEE TO UNDO THEM  
OR DID YOU JUST FEEL FOR THEM?

25X1A

[REDACTED]

WHICH? THESE SUITS? I LOOKED FOR THEM.

25X1A

[REDACTED]

YOU LOOKED FOR THEM?

25X1A

[REDACTED]

YES BUT THEY WERE RIGHT WHERE THEY'RE SUPPOSED TO BE,  
NORMALLY. AND THEY WEREN'T - - -

25X1A

[REDACTED] -

I WAS THINKING, WITH A NORMAL PARTIAL PRESSURE SUIT ON AND  
YOUR HELMET ETC., AND GLOVES, YOU CAN'T SEE THESE THINGS  
WITH A NORMAL PARTIAL PRESSURE SUIT ON, I WAS JUST WONDERING

WHETHER YOU LOOKED OR YOU JUST FELT AND FOUND THEM THERE.

25X1A

[REDACTED]

NO I LOOKED.

25X1A

[REDACTED]

YOU LOOKED?

25X1A

[REDACTED]

I HAD TO FEEL FOR THE A --- I HAD TO FEEL FOR THAT D-RING. I  
COULDN'T SEE. I WAS, YOU KNOW, WHEN YOU COME DOWN LIKE THAT  
YOU - YOU CAN'T SEE - YOU HAVE TO FEEL FOR THINGS.

25X1A

[REDACTED]

THAT'S FINE I WILL GET SOME MORE DETAILS AFTER YOU HAVE  
RESTED AND ALL THE EQUIPMENT IS BACK IN AND WE CAN LOOK IT  
OVER AS WE NO -- (TAPE DISTORTED)- ANYTHING DAMAGING FROM  
THE AIRPLANE OR FROM ANY OF THE EQUIPMENT AT ALL. EVERYTHING  
SEEMS TO BE JUST PERFECT.

25X1A

[REDACTED]

THERE IS EVIDENCE HOWEVER THAT HIS HEAD WAS BANGED AROUND A  
BIT IN THE COCKPIT BEFORE HE BAILED OUT BECAUSE HE HAS A BIG  
GASH IN RIGHT SIDE OF HELMET.

SECRET

25X1A

[REDACTED]

SCRATCHED AREA. ITS NOT CRACKED HOWEVER. THE HELMET HELPED.

25X1A

[REDACTED]

NO ITS IN VERY GOOD CONDITION.

25X1A

[REDACTED]

CAN ANY GENTLEMEN FROM LOCKHEED THINK OF ANYTHING ELSE  
WHILE WE ARE HEARING THIS?

25X1A

[REDACTED]

NO. THE EJECTION SOUNDS GOOD TO ME.

25X1A

[REDACTED]

ANYBODY HAVE ANYTHING TO ADD THEN, THAT THEY THINK WOULD  
BE OF ANY HELP? OK THEN THIS WILL CONCLUDE THEN THE DEBRIEFING  
FOR [REDACTED]

25X1A

SECRET

. STATEMENTS FROM CREW OF KC 135

25X1A [REDACTED] PILOT

25X1A I'M [REDACTED] AIR CORPS [REDACTED] AIRCRAFT COM- 25X1A  
25X1A MANDER ON KC 135, [REDACTED] THAT OBSERVED A DISINTEGRATION OF  
A U2 TYPE AIRCRAFT IN FLIGHT. THIS INCIDENT OCCURED ON 25 FEB  
AT APPROXIMATELY 1818 ZULU, AT FLIGHT LEVEL 350, THIS WAS  
AFTER APPROXIMATELY 30 MINUTES OF PRACTICE AIR REFUELING.  
THE AIR REFUELING PORTION OF IT WAS VERY GOOD, NO TURBULENCE.  
THERE WAS NO INDICATION THAT THE PILOT IN THE U2 WAS HAVING ANY  
PROBLEM WITH THE AIRCRAFT. HE CALLED A PRACTICE BREAKAWAY  
WHICH WAS EXECUTED SUCCESSIVELY. I HAD EXCELERATED TO  
APPROXIMATELY 220 KNOTS INDICATED AIR SPEED, AND HE PULLED  
BACK UP AND WAS FLYING FORMATION. MY COPILOT AND NAV WERE  
BOTH LOOKING OUT THE RIGHT WINDOW. HE WAS FLYING ON MY RIGHT  
WING AT APPROXIMATELY 200 FEET OFF THE RIGHT WING. HE FLEW  
THIS POSITION FOR APPROXIMATELY 1 MINUTE, OR TWO MINUTES, AND  
THEN HE MADE A PULL UP AT WHICH TIME HE WENT OUT OF MY SIGHT.  
SHORTLY THEREAFTER THE COPILOT SAYS TO ME THAT HIS WING IS 25X1A  
COMING OFF, AND I ASKED WHAT, AND HE SAID "HIS WING IS COMING OFF 25X1A  
HE'S DISINTEGRATING". AND I IMMEDIATELY CALLED [REDACTED] CONTROL  
AND NOTIFIED THEM. I CALLED A CHASE AIRCRAFT, A T-BIRD, [REDACTED]  
25X1A [REDACTED] AND NOTIFIED HIM. HE CAME BACK IN AND FLEW COVER. HE WENT  
ON DOWN. I WENT DOWN TO 14,000 AND THEN WHEN HE RAN OUT OF

FUEL AND WAS GETTING LOW ON FUEL. WHEN HE LEFT I WENT ON  
DOWN TO ABOUT 8,500 FEET AND WE WERE ABLE TO OBSERVE THE  
DEBRIS FOLLOWING THE PILOT WAS IN DEBRIS - DEPLOYMENT OF THE  
CHUTE, AND WERE ABLE TO TALK TO THE PILOT ON THE GROUND  
AFTER THE OTHER AIRCRAFT LEFT AND WE HOVERED TO MAINTAIN  
COVER UNTIL ANOTHER CHASE AIRCRAFT OF [ ] RETURNED 25X1A  
AND THEN TWO RECOVERY HELICOPTERS CAME IN. WE WERE ABLE  
TO CONTACT THE PILOT ALTHOUGH WE WERE UNABLE TO READ WHAT  
HE WAS SAYING DUE TO THE LOCATOR BEACON BLOCKING HIM OUT.  
IT WAS JAMMING HIS RADIO VOICE TRANSMISSION. AND I FINALLY GOT  
HIM TO TURN OFF HIS LOCATOR BEACON AND HE TALKED TO US AND  
TOLD US HE WAS ALRIGHT AND EVERYTHING AND THEN AS SOON AS  
THEY SAID - THE CHOPPER SAID THEY HAD HIM AND EVERYTHING WAS  
- THEY WERE PICKING THE PILOT UP, WE WERE RELEASED BY OUR  
25X1A [ ] TO GO HOME.

QUESTION: -

DID THE COPILOT SAY WHICH WING HAD COME OFF?

25X1A [ ]  
I THINK AT THE TIME HE SAID THE LEFT WING CAME OFF AND I  
ALSO THINK THAT MY NAV SAID IT'S THE LEFT WING.

25X1A [ ]  
I SEE.



TOP SECRET

25X1A

[REDACTED] -

AND THEY INDICATED TO ME THAT IT BROKE OFF RIGHT AT THE  
AIRCRAFT.

QUESTION: -

RIGHT AT THE ROOT?

25X1A

[REDACTED]

RIGHT. NOW HE WAS NOT SURE AT A LATER TIME BECAUSE OF THE  
SPINNING OF THE AIRCRAFT BUT HE THOUGHT THAT IT WAS THE LEFT  
WING THAT COME OFF.

25X1A

[REDACTED]

AND THAT WAS THE VERY FIRST STATEMENT OF YOUR COPILOT, WAS IT?

25X1A

[REDACTED]

RIGHT.

25X1A

[REDACTED] -

25X1A

THAT THE WING HAD COME OFF?

[REDACTED]

RIGHT.

25X1A

[REDACTED]

I SEE.

TOP SECRET

QUESTION: -

AS FAR AS YOU KNOW THERE IS NOTHING UNUSUAL ABOUT THE RE-FUELING?

25X1A

[REDACTED] -

NO SIR, THE REFUELING WAS EXCELLENT. IN FACT, THE RECEIVER PILOT MADE THREE OR FOUR OF THE CONTACTS HIMSELF. I MEAN HE ACTUALLY - ALL OUR BOOMER DID WAS LINE HIM UP AND LET HIM FLY RIGHT IN TO THE CONTACT POSITION. VERY SMOOTH, NO SIGNIFICANT BUMP. I MEAN NOT EVEN AS MUCH BUMPING AS WHEN THE BOOM OPERATOR. AFTER THIS THE LIGHT CAME ON TO INDICATE CONTACT MADE.

25X1A

[REDACTED]

NO FUELING HOWEVER?

25X1A

[REDACTED] -

SIR?

25X1A

[REDACTED]

NO FUELING - JUST -

PUCKETT: -

THERE WAS NO FUEL. AT ONE CONTACT THE BOOM OPERATOR TOLD HIM THAT HE HAD A SPRAY FROM AROUND THE RECEPTACLE, AND THEN IT QUIT. AND OUR BOOM HAD NO FUEL IN IT SO IF IT WAS SPRAY,

TOP SECRET

IT WAS DUE TO THE POSITION THE BOOM WAS IN AND THE FACT THAT HE WAS PRESSURIZED AGAINST IT, IS THE ONLY WAY THAT ---

25X1A

[REDACTED]

25X1A

THAT WAS ON ONE OCCASION, WAS IT?

[REDACTED]

THAT WAS ON ONE OCCASION AND THAT WAS EARLY IN THE CONTACTS.

25X1A

[REDACTED]

YOU DID NOT SEE THE ACTUAL INCIDENT - YOU SAW THIS WHEN YOU CAME DOWN 8,000 FEET, YOU SAW WHAT WAS FALLING.

25X1A

[REDACTED]

NO I NEVER ACTUALLY SAW ANY OF THE DISINTIGATION OR THE PARTS FALLING.

25X1A

[REDACTED]

OK.

25X1A

[REDACTED]

MY COPILOT DID SAY, AFTER THE WING, HE SAID HIS LEFT WING JUST CAME OFF AND THEN HE SAID THE ENGINE JUST FELL OUT. HE SAW THE ENGINE. HE SAW IT IN THREE DISTINCT PARTS THAT WERE TOGETHER. THE WING CAME OFF, A ROLL, A DISINTIGATION OF WHICH THE ENGINE CAME OUT IN ONE PART AND THE NOSE SECTION WAS STILL INTACT IN ANOTHER PART. NOW THE BOOM OPERATOR, HIS FIRST STATEMENT

100 SECRET

RIGHT AFTER THAT WAS, "WELL I SEE HIM, I SEE THE PILOT". AND HE WAS IN - ACCORDING TO WHAT THE BOOM OPERATOR SAID ON THE INTERPHONE - HE WAS IN THIS DEBRIS, THE PARTS OF THE AIRCRAFT FOLLOWING.

25X1A

[REDACTED]

CAPTAIN, WE UNDERSTAND THAT THERE WAS VERY SMOOTH AIR DURING, THROUGHOUT THE OPERATION. SHOULD WE BELIEVE THAT THIS IS THE CASE AFTER THE BREAK AND ALSO DURING THE TIME THAT THE AIRPLANE WAS FLYING ON YOUR WING?

25X1A

[REDACTED]

YES SIR, EXTREMELY SMOOTH AIR, IT WAS SOME OF THE BEST THAT I HAVE FLOWN REFUELING AGAINST THE U2 IN.

25X1A

[REDACTED]

WHAT WAS YOUR MAXIMUM SPEED DURING REFUELING?

25X1A

[REDACTED]

IT WAS 200 KNOTS AND I WOULD SAY THAT IT DIDN'T VARY MORE THAN 2 KNOTS EITHER SIDE.

25X1A

[REDACTED]

I SEE. FINE. DID YOU START TO - WHEN YOUR COPILOT GAVE YOU AN INDICATION THAT THE AIRCRAFT HAD BROKEN UP, DID YOU START TO ORBIT?

SECRET

25X1A

[REDACTED]

YES SIR, AND THAT'S WHEN THE BOOM OPERATOR WAS - HE SAW THE DEBRIS COMING BY AND IT FALLING, AND I MADE A TURN TO STAY AS CLOSE TO THE POINT AS I COULD AND HE LOST IT. AND THEN HE DIDN'T ACTUALLY, I DON'T BELIEVE HE ACTUALLY SAW THE CHUTE DEPLOY. AND HE SAID HE SAW THE PILOT AND WHEN I MADE THE FIRST

25X1A

CALL TO [REDACTED] I SAID THAT WE HAD A CHUTE AND THEN ABOUT 15 OR 20 SECONDS LATER I SAYS NO WE DON'T HAVE A CHUTE YET. WE HAD THE PILOT. AND THEN APPROXIMATELY, I GUESS, HE MUST HAVE FLAILED FOR A MINUTE OR SO BEFORE WE SAW THE CHUTE. AND THE CHASE PLANE DID SEE THE CHUTE DEPLOYMENT, I BELIEVE THO. THE INITIAL DEPLOYMENT OF THE CHUTE. HE MUST HAVE WENT TO AROUND 14,000 BEFORE HE DEPLOYED THE CHUTE. WHICH WOULD BE THE NORMAL - I DON'T KNOW WHAT - I WOULD GUESS THAT THAT WOULD BE WHAT IT - THAT'S WHAT OUR CHUTES ARE SET FOR, SO I DON'T KNOW, MAYBE A HIGHER TERRAIN HERE, YOU MAY SET THEM HIGHER, BUT --

BACKGROUND COMMENT: -

I THINK YOU'D PULL IT.

25X1A

[REDACTED]

WELL I DON'T KNOW BUT I MEAN I'M JUST - HE FELL FOR SOME TIME BEFORE THE CHUTE WAS DEPLOYED.

TOP SECRET

QUESTION: -

CAN WE FIND OUT A LITTLE BIT MORE - THIS SPELL BECAUSE WE'RE TALKING ABOUT? WHEN YOU SAID YOU ACCELERATED TO ABOUT 220, HAD THE PILOT ALREADY COME UP ON YOUR WING AT THE TIME YOU WERE GOING THROUGH SAY, 210?

[ ] -

NO SIR. HE CALLED A BREAKAWAY, I ACCELERATED, WELL FIRST OF ALL THE BOOM OPERATOR CALLED, "YOU'RE CLEAR TO CLIMB", WHICH I CAN'T DO. I GOT TO DROP THE NOSE OVER AND START AN ACCELERATION IN THIS AIRCRAFT. I CAN PUT ALL THE POWER THERE AND I CANNOT ACCELERATE WITHOUT DESCENDING. HE MADE - ACTUALLY THE BOOM OPERATOR MADE A WRONG CALL. HE SAYS - SHOULD HAVE SAID, "YOU ARE CLEAR TO DESCEND" IN THIS SPECIFIC AIRCRAFT, BUT IN ALL OTHER AIRCRAFT HIS CALL IS "YOUR CLEAR TO CLIMB" ON THE BREAKAWAY. BUT THIS IS ALL ON THE INTERCOM. THIS WOULD NOT AFFECT THIS AT ALL AND I TOLD HIM, I SAID, "I CAN'T CLIMB I GOT TO DESCEND AM I CLEAR"? AND HE SAID "YES"

SO I DESCENDED AND THEN I BELIEVE THAT [ ] CALLED AND TOLD 25X1A

[ ] HE'D BE ON THE GROUND IN 10 MINUTES, TO CHANGE PILOTS. I'M NOT SURE WHETHER HE SAID IT BEFORE OR AFTER THE BREAKAWAY BUT HE HAD CALLED THEM AND TOLD THEM HE'D BE ON THE GROUND IN 10 MINUTES AND THE OTHER GUY SAYS "I'M GOING IN TOO" AND HE DID A ROLL-OVER ON THE LEFT, THE T-BIRD PILOT DID, AND THERE

TOP SECRET

WAS SOME COMMENT MADE TO HIM ABOUT, WELL I THOUGHT HE  
WOULD MAKE MY COPILOT SICK. HE IS JUST OUT OF PILOT TRAINING  
ABOUT 9 MONTHS, AND HE SAYS I'M MAKING MYSELF SICK TOO AND  
THEN DEAK FLEW UP ON THE RIGHT WING. HE WAS FLYING FORMATION  
AND I WOULD SAY THAT IT- SOMEWHERE IN THE VICINITY OF 220. I  
KNOW THAT I LOOKED AT MY AIRSPEED INDICATOR AND IT WAS 220  
AT ABOUT THE TIME THAT HE PULLED UP.

25X1A

[REDACTED]

AND HE WAS KEEPING WITH YOU AT THAT TIME?

25X1A

[REDACTED]

YES, SIR. HE WAS FLYING FORMATION WITH ME.

25X1A

[REDACTED] -

DID YOU HEAR ANY FURTHER TRANSMISSIONS AFTER THE TRANSMISSION  
TO THE EFFECT THAT HE WOULD BE ON THE GROUND IN 10 MINUTES?

25X1A

[REDACTED] -

OH, I'M SURE WE SAID SOMETHING. OH HE DID SAY, SOMEBODY SAYS  
HE FLEW AN HONEST 200 - WAS DURING THE REFUELING, WHICH SORT  
OF SUPRISED ME BECAUSE 200's JUST WHAT I'M SUPPOSED TO FLY.  
I WAS JUST THINKING THAT MAYBE SOMEBODY ELSE THAT HE HAD BEEN  
WORKING WITH HADN'T BEEN FLYING 200 BUT HE DID SAY "YOU FLEW  
AN HONEST 200". AND WE ALSO - THE T-BIRD DID, AFTER, OH BEFORE

HIS BREAKAWAY, THE T-BIRD HAD BEEN IN AND LOOKED AT THE LIGHTS, I BELIEVE THE PILOT THAT WAS IN THE T-BIRD WAS TO FLY THE NEXT REFUELING. WE WERE SCHEDULED FOR TWO CONTROL TIME. AND HE CAME IN TO SEE - HE HAD NEVER SEEN THE ACTUAL BOOM LIGHTS AND SO FORTH AND HE CAME IN FIRST AND HE DIDN'T SEE THE GREEN LIGHTS WHICH HE WOULD NOT SEE UNTIL WE WENT TO A CONTACT MATE SO I HAD THE BOOM OPERATOR TO MANUALLY MAKE THE CONTACT MADE WHICH WE CAN DO IN OUR SYSTEM AND THEN WHEN HE CAME IN HE FLEW THE BOOM AROUND TO SHOW HIM HOW THE LIGHTS GO UP AND DOWN THE AIRCRAFT AND SO FORTH.

QUESTION: -

IS THIS BEFORE DEAK ---

[REDACTED]

HE WAS STILL WITH US. WE WERE ALL THREE TOGETHER WHEN ---

QUESTION: -

THIS WAS BEFORE OR AFTER DEAK HAD DONE HIS WORK?

[REDACTED]

OH, [REDACTED] HAD BEEN AT WORK QUITE AWHILE. HE HAD BEEN AT WORK FOR PROBABLY 20 OR 25 MINUTES. I DON'T REMEMBER IF [REDACTED] CAME IN AGAIN AFTER HE LOOKED AT THE LIGHTS OR NOT BUT I KNOW THAT HE DID COME IN AGAIN BECAUSE THE BREAKAWAY WAS THE FINAL TIME,



THAT'S THE LAST THING THAT WE HAD WAS THE BREAKAWAY AS FAR AS THE REQUIREMENTS FOR HIM WERE CONCERNED.

QUESTION: -

WELL AFTER YOU FLEW FORMATION THERE, MOMENTARILY, AND YOU WERE DOING ABOUT 220, WHAT KIND OF A PULL UP DID HE DO? YOU SAID - WOULD YOU DESCRIBE IT AS SHARP, AND WHAT KIND OF AN ANGLE WOULD IT BE?

25X1A  
[REDACTED]  
NOT SEEING THE WHOLE PULLUP, MY COPILOT DESCRIBED IT AS A TAKEOFF, A NORMAL TAKEOFF CLIMB. IN OTHER WORDS, BEING A 135 PILOT, I WOULD SAY IT WAS A FAIRLY ABRUPT PULLUP, IN OTHER WORDS, THIS IS A PRETTY GOOD CLIMB ANGLE HE MUST NOT HAVE GOTTEN MORE THAN 500 OR A 1000 FEET EVEN WITH THE CAPABILITY HE'S GOT TO CLIMB BEFORE HE STARTED TO BREAKING UP BECAUSE IT WAS ALMOST INSTANTANEOUS. I WAS WATCHING HIM WHEN HE PULLED UP, AND ALMOST IMMEDIATELY, I WOULD SAY WITHIN 5 SECONDS OR SO THE COPILOT SAID THE WING IS COMING OFF.

QUESTION: -

YOU SAW HIM TRANSITION FROM LEVEL FLIGHT?

25X1A  
[REDACTED] -  
YES SIR.

QUESTION: -

WAS THAT ABRUPT?

25X1A

[REDACTED]  
I WOULDN'T SAY THAT IT WAS - I MEAN - NOT BEING IN THE AIRPLANE  
I COULDN'T SAY HOW MANY G FORCES HE PULLED. I MEAN, EVERY-  
THING THE BIRD DOES SEEMS ABRUPT TO ME BECAUSE I FLY IN A  
DIFFERENT ATMOSPHERE AND I WOULD BE AFRAID TO HAZZARD A  
GUESS AND I WOULDN'T WANT TO GUESS SINCE YOU'RE TRYING TO  
FIND OUT.

QUESTION: -

25X1A

[REDACTED] SAID, I WOULDN'T WANTA - AS HE WINGED OVER HE HAD 210.  
HE REMEMBERED THAT. WHAT'S THE G FORCE AT 220 AT 35,000  
IN THIS BIRD? THAT'S WELL WITHIN THE REGIME.

25X1A

[REDACTED]  
OH YES INDEED -

25X1A

[REDACTED]  
WITH GUST CONTROL ON;

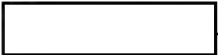
25X1A

[REDACTED] -  
THERE WAS ONE THING WHEN HE WAS FLYING FORMATION. I NEVER  
SAID IT BUT I THOUGHT IT, THAT THE WINGS LOOKED LIKE THEY  
WERE FLAPPING HE LOOKED MORE LIKE - WE CALL IT THE BLACK

BIRD ALL THE TIME. AND THAT'S TRUTHFULLY WHAT I THOUGHT IN MY MIND - HE LOOKS LIKE HE'S OUT THERE FLAPPING BECAUSE THE WINGS WERE FLEXING - HOW MUCH - A COUPLE OF FEET OF FLEXING. IT WAS DEFINITELY A FLEX OUT ON THE OUTER PORTION OF THE WING. I'VE NEVER REALLY GOT A GOOD VIEW OF THE AIRCRAFT OTHER THAN WHEN I WAS INITIALLY CHECKING OUT.

NEXT 14 FEET OF TAPE DISTORTED.

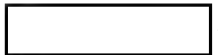
25X1A



NO SIR HE WAS IN FRONT OF MY WING. I MEAN, BUT WHEN I SAY "OFF MY WING" I MEAN OUT, HE'S PROBABLY MAYBE 300 FEET OUT TOTAL DISTANCE FROM ME. BUT HE WAS ACTUALLY UP, WE COULD ACTUALLY LOOK FROM COCKPIT TO COCKPIT. IT WAS LIKE YOU AND I ARE - HE WAS IN FRONT OF ME AND I DON'T THINK AT 220 I'D BE PUSHING VERY MUCH AIR OUT - (DISTORTED.)

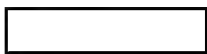
NEXT 4 FEET OF TAPE DISTORTED.

25X1A



FROM THE TIME HE BROKE AWAY TILL HE WAS BACK IN POSITION - 2 TO 3 MINUTES.

25X1A



BEFORE HE STARTED TO CLIMB?

25X1A

[REDACTED] -

RIGHT. AND THEN HE CAME UP AND MAYBE FLEW A MINUTE OR SO  
AND STARTED TO CLIMB.

25X1A

[REDACTED]

POSSIBLY 3 TO 4 MINUTES THEN, FROM THE TIME HE BROKE AWAY  
AND THE TIME HE STARTED TO CLIMB?

25X1A

[REDACTED] -

RIGHT. I MEAN THIS IS JUST A GUESS ON MY PART. I DON'T --  
THREE FEET OF TAPE DISTORTED.

25X1A

[REDACTED]

HE DID HAVE BOARDS OUT WHEN HE WAS FLYING BESIDE ME. I DON'T  
KNOW IF - HE WAS NOT CLEAN AT THE TIME HE WAS FLYING FORMA-  
TION. I COULD SEE THAT THE SPEED BOARDS WERE OUT.

ONE FOOT OF TAPE DISTORTED.

QUESTION: -

- - - DOES THAT AGGRAVATE THIS WING FLEXING ANY?

25X1A

[REDACTED] -

NO, BUT YOU ONLY NEED VERY, VERY SLIGHT MINOR TURBULENCE TO  
DEFLECT THAT WING CONSIDERABLY AND IT WAS WAY OUT AT THE TIP.  
ONE FOOT OF TAPE DISTORTED.

25X1A

[REDACTED]

THAT'S THE WAY THEY WERE DOING.

25X1A

[REDACTED] -

--- ONLY MINOR TURBULENCE WOULD CAUSE THAT.

FIVE FEET OF TAPE DISTORTED.

QUESTION: -

WAS THAT PYLON STILL ON THE LEFT WING FOR THE POD DEAL - -

25X1A

[REDACTED]

NO SIR. IT HAD THE SLIPPER TANKS.

TWO FEET OF TAPE DISTORTED.

25X1A

[REDACTED]

ON THIS CLIMB OUT, HE MADE A CLIMBING TURN, DID HE, OR COULD YOU TELL?

25X1A

[REDACTED]

NO SIR, WELL, I DON'T - I HAD A VERY LIMITED VIEW AT THE TIME. ALL I SAW WAS THAT HE WENT UP.

25X1A

[REDACTED] -

AS HE WENT UP DID YOU NOTICE THE BOARDS WERE STILL OUT?

25X1A

[REDACTED] -

NOT WHEN HE WENT UP. WHEN HE WAS FLYING FORMATION I DO  
REMEMBER THE ONES ON THE SIDE, I GUESS THEY'RE SPEED BRAKES,  
THAT'S WHAT I CALL THEM ANYWAY - WERE OUT WHEN HE WAS FLYING  
FORMATION.

ONE AND ONE-HALF FEET OF TAPE DISTORTED.

COMMENT: -

THEY ARE HYDRAULICALLY CONTROLLED FROM ONE SOLENOID VALVE.  
I THINK FOR IT TO HAPPEN WHERE ONE WOULD DO THIS, THAT YOU  
COULD HAVE - YOU HAVE A RESTRICTOR IN THESE LINES - IF THAT  
BECAME OBSTRUCTED ON ONE SIDE YOU COULD HAVE ONE CLOSED -  
(DISTORTED)

ONE FOOT OF TAPE DISTORTED.

25X1A

[REDACTED]

YOU MIGHT GET A SLIGHT YAW.

25X1A

[REDACTED]

YES PROBABLY WOULDN'T MAKE A TREMENDOUS DIFFERENCE.

IT WOULDN'T BE ENOUGH THOUGH TO PUT ANY TENSION OR TORQUE  
ON THE WING (DISTORTED) CAUSE IT TO COME OFF.

~~TOP SECRET~~

TWO FEET OF TAPE DISTORTED.

25X1A

[REDACTED] -

WELL, THE FIRST THING HE FELT WAS THE SHUDDER - (DISTORTED)

QUESTION: -

YOU SAID THAT THEY WERE OUT WHEN HE WAS FLYING FORMATION  
AND I'M NOT SURE WHETHER YOU SAID THEY WERE IN WHEN HE PULLED  
UP.

25X1A

[REDACTED]

I DON'T KNOW.

25X1A

[REDACTED]

YOU DON'T KNOW.

25X1A

[REDACTED]

WHEN HE PULLED UP WHETHER THEY WERE IN. NOW THEN, IF YOU'RE  
INTERESTED ON HEARING TALK THAT WENT ON IN THE COCKPIT ABOUT  
WHAT HAPPENED OTHER THAN THAT, OR OPINIONS AND SO FORTH.  
I'LL BE WILLING TO TALK ABOUT THAT. YOU CAN ASK ME QUESTIONS  
ABOUT THAT AND I CAN TELL YOU SOMETHING ELSE. BUT, I MEAN,  
THE THINGS THAT I ACTUALLY SAW, I'M TRYING TO PUT ON THE TAPE  
FIRST. I MEAN, THIS IS WHAT I WANT. AND THEN WHAT THE OTHER

~~TOP SECRET~~

GUYS SAID TO ME AND SPECIFICS, IF YOU WOULD LIKE TO, MAYBE WHAT THEY SAID TO ME THEY MAY FORGET. AND YOU MAY ASK THEM THESE QUESTIONS LATER. BUT AS FAR AS THE SPECIFICS, I HAVE MY SPECIFICS DOWN AND I'M TRYING TO KEEP WHAT I SAW SEPARATED FROM WHAT THE OTHER GUYS TOLD ME. AND THIS IS THE WAY I THINK YOU WANT IT.

25X1A

[REDACTED] -

YES, WE WILL HAVE THEM IN AND IF THEY'RE UNSURE ABOUT MAYBE SOMETHING THAT THEY SAID AT THE TIME, THEN WE MIGHT REFER BACK TO YOU FOR (DISTORTED)

COMMENT: -

I THINK THAT WOULD BE A GOOD PROCEDURE. TALK TO THEM FIRST, THEN WE CAN GET THEM ALL TOGETHER.

25X1A

[REDACTED] -

YES.

25X1A

[REDACTED]

THE PURPOSE OF THIS IS TO TRY TO FIND OUT WHAT MADE THAT WING COME OFF.



25X1A

[REDACTED]-

I ORBITED TO THE RIGHT AND HE WATCHED AND THE BOOM - OR ACTUALLY - WELL I'M GOING TO HAVE TO GET?? - THE WING CAME OFF HE'S SAIS THE WING CAME OFF. HE'S IN A SPIN OR ROLL. IN OTHER WORDS IT WAS A SPIN HE WAS CALLING IT A SPIN BUT ACTUALLY I WOULD THING THAT IT'S A ROLL. AND THEN ALMOST IMMEDIATELY THE BOOM OPERATOR SAYS "I SEE HIM - I SEE IT - I SEE THE PILOT HE'S RIGHT IN THE DEBRIS". AND SO I IMMEDIATELY STARTED TO TURN AND HE SAID "IF YOU DON'T TURN I CAN SEE HIM" AND I SAYS "I WOULD RATHER BE OVER THE SPOT" AND SO I STARTED TO TURN AND THAT PUT THE COPILOT OUT WHERE HE COULD SEE. WE GOT AT LEAST A GOOD 360 BEFORE WE SAW THE CHUTE DEPLOY, SO THAT'S APPROXIMATELY 4 MINUTES. I DON'T KNOW. BEFORE WE SAW THE CHUTE I WOULD SAY. I WON'T SAY THAT IT DEPLOYED. IT WAS PROBABLY 4 MINUTES. WE IMMEDIATELY CALLED [REDACTED] WITHIN 15 SECONDS FROM TIME IT HAPPENED SO IF YOU LOGGED IT IN YOU GOT A BETTER TIME THAN WE PROBABLY GOT.

25X1A

25X1A

[REDACTED]-

WHEN YOU WERE FLYING FORMATION YOU WERE AT ABOUT 35,000?

25X1A

[REDACTED]-

YES SIR. I WOULD SAY THAT WE WERE BETWEEN 34.5 and 35. BECAUSE ONCE IT STARTED ACCELERATING I DIDN'T CONTINUE ON. WE

WERE TOLD TO STAY NORTH OF 40 MILES NORTH OF PALMDALE AND  
WE WERE APPROACHING WITHIN A FEW MILES OF THAT. AND WE WERE  
GOING SOUTH AND GOT JUST ABOUT TO THAT POINT.

ANYBODY THINK OF ANY FURTHER PERTINENT QUESTIONS?

I HAD A MAP I JUST WONDERED HOW CLOSE OUR POINT WAS TO  
WHERE WE ACTUALLY SAID IT WAS. SOMEWHERE, RIGHT ALONG THERE  
IS ABOUT WHERE WE THOUGHT THE PILOT WAS, AND WE GUESSED THAT  
THE AIRCRAFT WAS PROBABLY FARTHER TO THE WEST. DOES THAT  
PRETTY MUCH CHECK? HAVE YOU GOT A POINT ON WHERE THEY  
PICKED HIM UP?

THAT'S ALMOST IDENTICAL, ROUGHLY RIGHT THERE.

WHERE'S THE POINT AT WHICH THE PULL-UP WAS STARTED?

I WOULD GUESS IT WAS PROBABLY - LETS SEE NOW, WE CAME - HE  
WAS ON OUR -  
EIGHT FEET OF TAPE - NO SOUND.

25X1A  
25X1A

[REDACTED] - COPILOT

25X1A

[REDACTED], COPILOT ON THE RC 135 TANKER WHICH WAS WORKING WITH [REDACTED] AT TIME OF THE ACCIDENT. THE EVENTS WHICH TOOK PLACE RIGHT AFTER THE PRACTICE WITH [REDACTED] WERE THAT 25X1A HE CAME UP ON OUR RIGHT WING AND FLEW FORMATION ABOUT A COUPLE HUNDRED FEET OFF OUR WING FOR ABOUT A MINUTE OR SO AND THEN HE STARTED A PULL UP - WHICH - STARTED A PULL-UP, A SHARP PULL UP, IT LOOKED LIKE A NORMAL TAKEOFF PULL-UP TO ME. THEN STARTED A RIGHT BANK. TO THIS POINT EVERYTHING LOOKED NORMAL. THE FIRST THING I NOTICED WAS SOME FUEL SPRAY. IT WASN'T CONTRAIL, I'M SURE IT WAS FUEL OR SOMETHING, WHICH LOOKED LIKE IT WAS COMING OUT OF THE BOTTOM OF THE PLANE NEAR THE LEFT WING ROOT. I THOUGHT THIS WAS NORMAL. THE NEXT THING I NOTICED WAS THE WING BUCKLED AT THE ROOT. I THINK IT WAS THE LEFT WING. I COULDN'T BE POSITIVE. I THINK IT WAS THE LEFT WING. THE NEXT THING - AT THIS TIME EVENTS STARTED TAKING PLACE VERY RAPIDLY. THE NEXT THING, THE PLANE STARTED ROLLING AND ROLLED MODERATELY FAST AND IT WAS AT THIS POINT THAT EVERYTHING STARTED COMING APART. THE AIRPLANE ITSELF WAS PRETTY MUCH INTACT UNTIL AFTER THE WING LEFT AND FELL BEHIND THE AIRPLANE. THEN IT STARTED ROLLING AND THEN EVERYTHING STARTED DISCENTTEGRATING. I SAW TWO MAIN PARTS. ONE WAS THE

ENGINE. I DISTINCTLY REMEMBER THE ENGINE IT LOOKED LIKE IT WAS GOING TO FALL RIGHT ON US BUT GRADUALLY IT SLOWED DOWN AND FELL BEHIND US. AND THEN THERE WAS A FAIRLY LARGE PIECE OF NOSE SECTION WHICH WAS INTACT BUT THOSE WERE ONLY TWO MAIN PIECES I SAW. THE NEXT THING I DID, I CALLED APPROACH CONTROL AND NOTIFIED THEM THAT THE AIRCRAFT WE HAD BEEN WORKING WITH HAD DISCENTEGATED AND GAVE THEM OUR APPROXIMATE POSITION ON THE PALMDALE VORTAK ABOUT 330 DEGREES, ABOUT 42 MILES. AND THEY HAD A SQUAWK 77 AND AT THIS TIME THE AIRCRAFT COMMANDER WAS ADVISING [REDACTED] AND THE OTHER 25X1A CHASE. AND TO THE BEST OF MY KNOWLEDGE, AS I CAN REMEMBER, EVERYTHING TOOK PLACE, IT WAS JUST A MATTER OF SECONDS THAT ALL THIS TOOK PLACE IN. AND I BELIEVE THAT'S ALL I CAN REMEMBER ABOUT IT.

QUESTION: -

WHEN YOU SAY YOU SAW THE ENGINE, FIRST YOU SAY YOU SAW SOMETHING SPRAY OUT? THEN THE WING CAME OFF AT THE ROOT. THEN WHEN YOU NOTICED THE ENGINE, WHERE WAS THE TAIL? DO YOU REMEMBER? YOU NEVER DID SEE THE TAIL COME OFF BY ITSELF. WHEN THE ENGINE CAME OUT WAS IT BARE?

25X1A



IT WAS BARE. IT LOOKED JUST LIKE AN ENGINE SITTING ON TEST STAND. YOU COULD SEE FITTINGS ON SIDE OF IT, THE LITTLE TUBES AND KNOZZLES AND THINGS.

25X1A



25X1A

AND THE NOSE SECTION OF THE FUSELAGE WAS SEPARATE?



IT WAS SEPARATE. IT LOOKED TO ME LIKE THERE WAS A LARGE PART OF THE FRONT PART OF THE AIRCRAFT. THE NOSE IN PARTICULAR WHICH WAS INTACT. I DON'T KNOW WHAT CONDITION IT WAS FOUND IN, BUT RIGHT AFTER THIS, WHEN THE PLANE STARTED SPINNING THERE WERE A LOT OF REAL SMALL PIECES ALL OVER. IT DIDN'T LOOK LIKE IT WAS AN EXPLOSION BECAUSE NOTHING LIKE THIS HAPPENED UNTIL AFTER THE WING LEFT. THE PLANE STARTED ROLLING, THEN IT SEEMED TO COME APART. IT LOOKED LIKE FUEL COMING OUT OF THERE. I WAS THINKING OF SIPHON A LITTLE FUEL ON TAKEOFF. UP TILL THIS POINT I THOUGHT EVERYTHING WAS NORMAL. I DIDN'T THINK ANYTHING ODD ABOUT THAT. BUT THEN THE WING CAME OFF AND I KNEW SOMETHING WAS WRONG.

25X1A



IT CAME FROM UNDERSIDE OF THE FUSELAGE?

25X1A

[REDACTED]

YES SIR.

25X1A

[REDACTED]

CAN YOU DEFINE IT AS BEING UNDERSIDE FUSELAGE OR UNDERSIDE OF WING?

25X1A

[REDACTED]

IT WAS UNDER THE FUSELAGE BUT VERY CLOSE TO WING ROOT WHERE THE WING JOINS. AND IT WAS THERE THAT THE WING BROKE RIGHT WHERE THIS FUEL WAS.

25X1A

[REDACTED]

25X1A

YOU ARE REASONABLY SURE IT WAS LEFT WING THAT BROKE?

[REDACTED]

THAT'S THE POINT. I'M NOT SURE. I'M NOT REASONABLY CERTAIN ON WHICH WING BECAUSE I THOUGHT IT ROLLED TO THE RIGHT, THEN SOMEONE SAID IF THE LEFT WING CAME OFF, IT WOULD HAVE ROLLED TO THE LEFT. I DON'T KNOW IF IT'S EXPLAINABLE OR NOT.

25X1A

[REDACTED]

OH YES, IT'S VERY DIFFICULT TO DETERMINE WHAT AN AIRPLANE WILL DO WHEN A MAJOR PORTION LIKE THAT COMES OFF. IT DOES SOME EXTRAORDINARY THINGS. WHAT IT WOULD DO, IS, AFTER THE EVENT ACTUALLY. IS NOT REALLY IMPORTANT TO IT. THE FIRST IMPRESSION THAT YOU HAD OF WHICH WING CAME OFF.

TOP SECRET

25X1A

[REDACTED] -

25X1A

MY FIRST IMPRESSION WAS THE LEFT WING.

[REDACTED]

WOULD YOU HAVE A IMPRESSION WHETHER IT FAILED UPWARD OR  
DOWNWARD?

25X1A

[REDACTED]

UPWARD - AND I WILL TELL YOU SOMETHING ELSE WHICH, FOR THE  
FIRST TIME, I REALIZE NOW, WHY I THOUGHT IT WAS LEFT WING.  
BECAUSE HE HAD STARTED A PULL-UP, THEN STARTED A RIGHT BANK.  
I WOULDN'T HAVE BEEN ABLE TO SEE, I DON'T THINK, THE RIGHT  
WING BREAK OFF AT THE ROOT AS WELL AS LEFT WING, BECAUSE IT  
WAS MORE EXPOSED. AS I RECALL NOW, HE HAD ALREADY STARTED  
A PULLUP, IT WASN'T SIMULTANEOUS. THEY WERE TWO DIFFERENT  
THINGS INVOLVED, PULL-UP THEN TURN.

25X1A

[REDACTED]

WHAT ANGLE OF BANK DO YOU THINK HE WAS?

25X1A

[REDACTED]

WHEN THE WING SEPARATED?

25X1A

[REDACTED] -

YES.

TOP SECRET

TOP SECRET

25X1A

[REDACTED]

I SAY ANYWHERE FROM 20 TO 30, 40 DEGREES. IT WASN'T A REAL HAIRY TURN OR ANYTHING LIKE THAT. IT LOOKED LIKE A NORMAL TAKEOFF. YOU KNOW HOW HE PULLS UP REAL STEEP AND STARTS A TURN.

25X1A

[REDACTED]

AFTER WING CAME OFF DID YOU NOTICE A DIFFERENCE ANY METAL COLOR? DID YOU ACTUALLY SEE THE RUPTURE AS A DIFFERENT COLORED FINISH AS OPPOSED TO THE BLUE?

25X1A

[REDACTED]

NO, I DON'T RECALL. I REMEMBER THE ENGINE AND IT WAS NOTHING BLACK ABOUT IT. IT LOOKED LIKE METAL TO ME. I WAS LOOKING AT THE THING THE WHOLE TIME AND I SAW EVERYTHING BUT I JUST CAN'T RECALL EVERYTHING.

25X1A

[REDACTED]

DID IT JUST LOOK LIKE AN ENGINE AS IT WOULD BE ON THE TEST STAND?

25X1A

[REDACTED]

RIGHT. IT WASN'T COVERED UP. NO PIECES ATTACHED TO IT OR ANYTHING.



TOP SECRET

25X1A

[REDACTED]

THERE WAS OTHER DEBRIS IN THE AIR AFTER THE WING FAILED PRIOR TO THE ENGINE COMING OUT.

25X1A

[REDACTED]

RIGHT. IT JUST SEEMED TO BE - THERE WAS SORT OF A - TOGETHER THERE - IT WAS MORE OR LESS SIMULTANEOUS. THE ENGINE AND EVERYTHING ELSE. THE WING CAME OFF BY ITSELF AND THEN EVERYTHING ELSE SEEMED TO COME APART.

25X1A

[REDACTED]

DID THE SHIP SEEM TO GO INTO A FLAT SPIN OF ANY SORT?

25X1A

[REDACTED]

NO, IT DIDN'T. IT DID - -

25X1A

[REDACTED]

25X1A

IT WAS STRICTLY A ROLL, THEN?

[REDACTED]

RIGHT. IT LOOKED LIKE A LEVEL SPIN OR A REAL FAST ROLL. A REAL SNAP ROLL OR SOMETHING. IT DEFINITELY WAS GOING AROUND LIKE THAT. NOW IF IT WAS GOING LEFT TO RIGHT, I'M NOT SURE AGAIN, BUT IT WAS GOING AROUND LIKE THAT AND THAT'S WHEN THE PIECES STARTED COMING OUT.

TOP SECRET

25X1A

[REDACTED]

WOULD YOU SAY THAT THE WING WAS ESSENTIALLY INTACT, OR WHEN YOU SAY WING, DO YOU MEAN BITS AND PIECES OF WING?

25X1A

[REDACTED]

NO, AS I RECALL IT, THE WING ITSELF, THE WHOLE THING CAME OFF. NOT JUST A PIECE OF IT. AND IT, FROM THE POINT OF THE ROOT OUT, IT FOLDED BACK UP, AND THEN ABOVE THE AIRPLANE AND THEN FELL BEHIND IT.

25X1A

[REDACTED]

STILL INTACT?

25X1A

[REDACTED]

RIGHT.

25X1A

[REDACTED]

25X1A

AND YOU LOST SIGHT OF IT?

[REDACTED]

THAT'S RIGHT. IT WAS JUST A MATTER OF SECONDS, THERE, AND IT SLOWED DOWN - ALL THE DEBRIS.

25X1A

[REDACTED]

THIS BEARING YOU TOOK OFF THIS TACAN, THE 330 RADIAL, 42 MILES FROM PALMDALE, HOW LONG AFTER THE INCIDENT WAS THAT?

~~TOP SECRET~~

25X1A

[ ] -

IT WAS IMMEDIATELY. I LOOKED DOWN RIGHT THEN AND - -

25X1A

[ ]

RIGHT THEN AND THERE?

25X1A

[ ]

RIGHT. AND CALLED APPROACH CONTROL.

QUESTION: -

25X1A

[ ]

WOULD YOU MIND ASKING [ ] TO PUT HIM AT THIS

POSITION LEVEL AND SORT OF GRAPHICALLY GO THROUGH WITH THIS

THING HERE, WHAT HE DID A PULL-UP, TURN, SO ON LIKE THAT AND

25X1A

KIND OF DESCRIBE IT. (U2 MODEL INTRODUCED.)

25X1A

[ ]

25X1A

THAT MIGHT WELL HELP, IF YOU'D DO THAT.

[ ]

I'LL SHOW THIS LIKE I AM SITTING IN THE COCKPIT. I'LL BE STANDING IN THE SEAT RIGHT HERE. NOW HE CAME OUT JUST A LITTLE BIT IN FRONT, HE WASN'T BEHIND OUR WING OR ANYTHING. HE WAS WELL OFF TO THE SIDE, JUST SLIGHTLY EVEN WITH US. I COULD LOOK OUT AND SEE HIM RIGHT THERE. HE FLEW OUT THERE ABOUT A MINUTE. THEN STARTED TO PULL UP. HE PULLED UP LIKE THIS AND IT WAS BEAUTIFUL JUST LIKE THEY ALWAYS ARE. TO ME THEY ARE VERY IMPRESSIVE.

~~TOP SECRET~~

THAT'S WHY THE NAVIGATOR HAPPENED TO BE WATCHING. HE STARTED A PULL UP LIKE THIS AND THEN HE STARTED LIKE THAT. NOW, AT THIS POINT I SAW FUEL SPARY COMING FROM RIGHT IN HERE. THEN IT LOOKED LIKE THE WING FROM RIGHT THERE WHERE IT ATTACHES THIS LITTLE MODEL, JUST WENT UP AND THEN STARTED FALLING BACK OVER THIS WAY BEHIND IT. THEN IT LOOKED TO ME LIKE IT WAS GOING LIKE THAT AND PIECES JUST STARTED FLYING.

25X1A

25X1A

NO FIRE THAT YOU COULD SEE?

-

NO FIRE AND IT DIDN'T SEEM TO BE A REAL EXPLOSIVE THING. IT JUST SEEMED TO BE A GRADUAL SEPARATION OF EVERYTHING.

QUESTION: -

WHEN HE WAS AT ~~THIS~~ POSITION DID YOU NOTICE HIS DIVE BOARDS OR ANYTHING LIKE THAT?

25X1A

RIGHT. SURELY DID. THEY WERE OUT, RIGHT HERE, WHILE HE WAS WITH US AND I NOTICED AS HE STARTED HIS PULLUP THEY WENT IN. JUST BEFORE HE STARTED HIS PULLUP THEY WENT IN.

QUESTION: -

DO YOU MIND IF I ASK THESE QUESTIONS,

25X1A

TOP SECRET

25X1A

[REDACTED]

GO AHEAD, SIR.

QUESTION: -

25X1A

WERE YOU NOTICING THE WING TIPS FLEXING AT THIS POSITION AT ALL?

[REDACTED] -

WHEN HE PULLED IN TO US TO FLY FORMATION, JUST A VERY LITTLE.

WHEN HE WAS OUT THERE WITH US THEY WERE VERY STABLE.

QUESTION: -

WAS THIS PULLUP AND WAS THIS A WING-OVER OR THIS BANK SIMILAR  
TO OTHERS THAT YOU HAD SEEN?

25X1A

[REDACTED] -

RIGHT. I'VE SEEN A COUPLE OF TAKEOFF'S IN OTHER PLACES THAT  
WE'VE BEEN. IT LOOKED TO ME LIKE A NORMAL PULLUP AT THE  
ALTITUDE. EVEN THE FUEL, UNTIL THE WING CAME OFF. EVERYTHING  
LOOKED NORMAL UNTIL I SAW THE WING SEPARATE. IT WASN'T UNTIL  
THAT POINT I REALIZED IT - SOMETHING WAS HAPPENING.

25X1A

[REDACTED]

WELL THERE'S QUITE A LOT OF DIFFERENCE BETWEEN TAKEOFF AND  
START OF MANEUVER LIKE THAT IN THE AIR BUT YOU ARE SAYING --

25X1A

[REDACTED] -

I'M NOT AWARE, YES --

25X1A

[REDACTED]

THIS IS ON THE GROUND THAT YOU'RE COMPARING -

25X1A

[REDACTED]

25X1A

WELL I'M COMPARING TO -

[REDACTED]

25X1A

YOU'RE COMPARING IT TO A 135 TAKEOFF ARE YOU?

[REDACTED]

WELL I'M COMPARING IT TO A TAKEOFF THAT I'VE SEEN FROM THESE  
ON THE GROUND.

25X1A

[REDACTED]

NORMAL U2 TYPE TAKEOFF?

QUESTION: -

YOU SAY YOU DON'T RECALL EVER HAVING SEEN THE TAIL DURING  
THIS MANEUVER AND WHEN ALL THIS WAS TAKING PLACE .

25X1A

[REDACTED]

NO. THE TAIL DOESN'T START - I DON'T REMEMBER ANYTHING ABOUT  
IT.

25X1A

[REDACTED]

BEING AS HOW THE ENGINE IS BURIED IN THE FUSELAGE FORWARD OF  
THE TAIL,, WOULD YOU HAVE ANY OPINION AS TO HOW THE ENGINE MIGHT

TOP SECRET

HAVE GOTTEN OUT OF THE FUSELAGE? FUSELAGE BROKE UP OR?

[REDACTED]

WELL YES, THE WHOLE THING BROKE UP, THE ONLY PIECE THAT I SAW THAT WOULD LOOK LIKE A PLANE WAS THE FRONT PART OF THE AIRCRAFT.

[REDACTED]

COULD YOU SHOW US ON THE MODEL WHERE THE NOSE SECTION BROKE OFF?

[REDACTED]

THIS AS OF JUST A BRIEF GLIMPSE HERE, SOMEWHERE RIGHT IN HERE - RIGHT UNDER THE HALF PART OF THIS CANOPY.

[REDACTED]

FUSELAGE APPEARED TO BREAK IN THAT AREA?

[REDACTED]

THIS WAS THE PART THAT I SAW THAT WAS SORTA OF INTACT - JUST THAT LITTLE SECTION THERE RIGHT AHEAD OF - AND THESE TWO WERE THE LARGEST PIECES I SAW.

[REDACTED]

AND THEN AFTER THE WING CAME OFF, YOU AT NO TIME SAW THE COCKPIT?

TOP SECRET

25X1A

[REDACTED]

THAT'S RIGHT, I DIDN'T SEE THE COCKPIT, I DIDN'T SEE THE PILOT.  
I MIGHT HAVE SEEN THEM BUT I DON'T RECALL IT.

QUESTION: -

DO YOU RECALL DURING THE ROLL WHEN THE AIRPLANE ROLLED AS  
THE WING WAS COMING OFF, DO YOU RECALL SEEING THE OTHER  
WING AS A PART OF THE ROLL?

25X1A

[REDACTED]

NO SIR, I DON'T THINK SO THE WING CAME OFF LIKE THIS, HE WAS  
LIKE THIS, THE WING CAME OFF. IT STARTED ROLLING IT DIDN'T ROLL  
VERY MUCH AS AN AIRCRAFT BUT I REMEMBER SEEING A MOTION THERE.  
I THINK THIS LEFT WING, CORRECTION, THE RIGHT WING GAVE WAY  
RIGHT AFTER THAT BECAUSE I DON'T REMEMBER SEEING A ONE  
WINGED THING TURNING ON IT'S SIDE - IT MUST HAVE ALL JUST DIS-  
INTEGRATED RIGHT AFTER THE LEFT WING CAME OFF OR WHICH EVER  
WING CAME OFF.

QUESTION: -

THEN YOU DIDN'T SEE ANYTHING THAT LOOKED LIKE AN EXPLOSION?

25X1A

[REDACTED] -

NO SIR, I HAVEN'T SEEN TOO MANY EXPLOSIONS OF AIRCRAFT OR OF  
ANY OTHER THING BUT - EXCEPT IN MOVIES AND THINGS BUT TO ME IT  
WASN'T ALL JUST LIKE THAT - IT WAS GRADUAL - THE WING GAVE WAY -



TURNING MOTION, BRIEF AS IT MAY HAVE BEEN, AND THEN IT JUST SORTA LIKE PIECES OF PAPER THAT JUST COME APART.

QUESTION: -

THERE WAS NO SMOKE?

25X1A

[REDACTED] -

NO SIR, THERE WAS NO SMOKE, FIRE AND NO EXCELLERATED FLYING OBJECTS. IT JUST SORT OF CAME APART. I WOULD ASSOCIATE AN EXPLOSION WITH AN EXPLOSIVE FORCE AND PIECES FLYING OUT ALL OVER - I DIDN'T SEE ANYTHING OF THIS SO MY IMPRESSION OF IT WAS -

25X1A

[REDACTED]

ROUGHLY, HOW MANY SECONDS DID YOU SEE IT FALL BEFORE THESE PIECES ALL DISAPPEARED FROM YOUR VIEW?

25X1A

[REDACTED]

OH, THAT'S HARD TO SAY, I HAVEN'T EVEN THOUGHT. I WOULD SAY ANYWHERE FROM 10 TO 15 SECONDS.

25X1A

[REDACTED] -

25X1A

A FEW SECONDS YOU SAW IT FALL?

[REDACTED]

YES.

25X1A

[REDACTED]

YOU SAID EARLIER ON THAT YOU WERE WONDERING WHETHER WE  
WANTED A OPINION OR NOT - WHAT IS THIS OPINION THAT YOU MIGHT  
HAVE?

25X1A

[REDACTED] -

BECAUSE OF WHAT - WHERE IT APPEARED TO BE JUST A GRADUAL  
THING - MY OPINION WAS THAT IT WAS NOT AN EXPLOSION. IT WAS  
JUST DUE TO THE WING COMING OFF - WHY THE WING CAME OFF I HAVE  
NO IDEA, BUT TO ME IF THE WING HAD STAYED ON I CAN'T SEE THE  
DISINTEGRATION PART. IT LOOKED TO ME, IF I WERE FLYING THE  
PLANE, I GUESS I WOULD JUST CALL IT STRUCTURAL FAILURE OF THE  
WING OR SOMETHING WITH NO SMOKE, FIRE, OR EXPLOSIVE FORCE.

25X1A

[REDACTED] -

DID YOU HEAR ANYTHING ON THE RADIO AT ALL?

25X1A

[REDACTED]

NO SIR I DID NOT.

25X1A

[REDACTED]

THE PILOT HAS THIS IDEA. THE PILOT DID TRANSMIT?

25X1A

[REDACTED]

HE DID?

25X1A

 -

OR HE ATTEMPTED TO -

25X1A

HE ATTEMPTED TO.

25X1A

HE REALIZED IT WAS VERY FUTILE. HE PRESSED THE BUTTON AND TRANSMITTED. I DON'T THINK HE'S SURE WHAT HE SAID HIMSELF BUT HE REALIZED IT WAS DEAD. HE LOOKED OUT AND SAW HIS RIGHT WING WAS GONE AND DECIDED, THEN DECIDED THEN AND THERE IT WAS TIME TO COME APART FROM THE AIRPLANE.

QUESTION: -

DO YOU REMEMBER WHAT SPEED YOU WERE AND WHEN - WHAT WERE YOU INDICATING? DID YOU NOTICE THAT AS HE STARTED TO PULL OUT -

25X1A

NO SIR. I DON'T REMEMBER. WE HAD JUST DONE A PRACTICE BREAKAWAY AND HE HAD CALLED IT AND I DON'T REMEMBER WHAT SPEED WE WERE AT. I WAS LOOKING AT HIM. THE PILOT WAS FLYING. I WAS LOOKING AT HIM TO WATCH THIS HAIRY PULLUP THAT THEY ALWAYS DO AND I WASN'T OBSERVING THE AIRSPEED AND I COULDN'T RECALL WHAT IT WAS.

QUESTION: -

WHEN HE PULLED UP YOU DIDN'T NOTICE ANY PARTICULAR VIOLENT FLEXING OF THE WING AT THAT TIME?

25X1A

[REDACTED]

NO SIR. EVERYTHING WAS NORMAL - IT WAS JUST AS SMOOTH AND EVERYTHING WAS VERY SMOOTH.

25X1A

[REDACTED]

CAN YOU SAY WHETHER OR NOT THE BODY OF THE AIRPLANE AT ANY TIME ROLLED OVER ON ITS BACK OR FLIPPED OVER ON IT'S BACK.

25X1A

[REDACTED]

MY IMPRESSION OF THE ROLLING MOTION IS THIS - IT DIDN'T FLIP ON IT'S BACK JUST MOMENTARILY - THE WHOLE MASS, DEBRIS AND EVERYTHING WAS TURNING AND THE PLANE STARTED TURNING AND IT WAS THEN THAT THE PIECES STARTING COMING OUT. IT WASN'T ANY KIND OF A MOTION LIKE THAT AND THEN STOP. IT WAS A CONTINUOUS - -

25X1A

[REDACTED]

25X1A

BUT IT KEPT ON ROLLING?

[REDACTED]

I DON'T KNOW IF YOU'VE SEEN ANYTHING LIKE THIS HAPPEN OR NOT - I GUESS FEW PEOPLE HAVE - BUT WHEN THE PIECES ALL STARTED COMING OUT - IT WAS NOTHING TO ROLL - THE ROLLING MOTION CEASED.

TOP SECRET

25X1A

[REDACTED]

25X1A

JUST PIECES FLOATING AROUND?

[REDACTED]

25X1A

THAT RIGHT. THEN IT BECAME JUST PIECES FLOATING DOWN.

[REDACTED]

YOU SAY YOU DIDN'T ACTUALLY SEE THE PILOT EJECT THEN?

25X1A

[REDACTED]

NO SIR, NEVER SAW THE PILOT. HE MIGHT HAVE BEEN IN MY VIEW

25X1A

BUT I DON'T RECALL SEEING HIM.

[REDACTED]

COULD YOU REDEFINE THE LARGE PIECES THAT YOU SAW THEN?

25X1A

[REDACTED]

I WOULD BE GLAD TO. THE ENGINE, I DON'T KNOW WHERE IT SITS  
IN THIS THING BUT POSSIBLY, PROBABLY BACK THERE IN THE MIDDLE  
OF THE SECTION BUT IT WAS A VERY LARGE ENGINE - TO ME ONE  
OF THE LARGEST ENGINES I'VE EVER SEEN AND IT WAS INTACT. AND  
I COULD SEE THE FITTINGS ON THE OUTSIDE - IT WASN'T COVERED  
UP BY AIRCRAFT SKIN OR THE OUTSIDE OF THE AIRPLANE. I COULD  
SEE THE FITTINGS AND NOZZLES.

25X1A

[REDACTED]

COULD YOU TELL IF IT HAD SOME LENGTH OF TAILPIPE HANGING ON IT?

TOP SECRET

25X1A

[REDACTED]

NO SIR, IT WAS SORTA OF A YELLOWISH LOOKING - IT WASN'T SHINY - BUT GOLDISH YELLOW, THAT COLOR. THEN THE OTHER SECTION WAS IN THE NOSE - SOME PART UP HERE IN THE NOSE WHICH SEEMED TO BE INTACT AND THESE WERE THE TWO LARGEST PIECES. EVERYTHING ELSE WAS SO SMALL SO YOU CAN SEE HOW MUCH IT BROKE UP - IT WAS JUST ALMOST TOTAL.

25X1A

[REDACTED] -

25X1A

THE WINGS MIGHT HAVE PASSED OUT OF YOUR VIEW AT THIS POINT?

[REDACTED] -

25X1A

I THINK THIS WING OR THE WING THAT BROKE OFF, WHICHEVER ONE IT WAS, I THINK IT BROKE OFF INTACT BUT THE OTHER WING I THINK JUST SORTA OF CRUMPLED UP. I SAW IT JUST LOOKED LIKE - YOU'VE SEEN PICTURES OF TORNADOES - HOUSES JUST SPLINTERS - THAT'S MY IMPRESSION OF IT. I THINK THE OTHER WING THAT STAYED ON THE AIRPLANE JUST SPLINTERED LIKE THAT.

25X1A

[REDACTED]

25X1A

DID YOU NOTICE ANY PITCHING MOTION AT ALL, NOSE UP PITCHING MOTION AT ALL AS THE WING CAME OFF OR AFTER IT CAME OFF?

[REDACTED]

I DIDN'T NOTICE ANY MORE NOSE UP - I NOTICED A TURNING MOMENT.

TOP SECRET

25X1A

[REDACTED]

BUT YOU DIDN'T NOTICE - - - - LITTLE OR NO - -

25X1A

[REDACTED]

25X1A

THAT'S RIGHT - LITTLE OR NO PITCH CHANGE - A ROLL.

[REDACTED]

25X1A

WELL AT SOME PERIOD WHEN HE STARTED HIS ROLLING PULL UP, A  
MATTER OF SECONDS AFTER HE STARTED THIS, YOU COULD SEE THE  
RIGHT-HAND WING AND LEFT-HAND WING STILL INTACT?

[REDACTED]

25X1A

RIGHT SURE COULD. AND MY IMPRESSION WAS - IT WAS LIKE THIS  
WHEN I WAS LOOKING AT IT AND THAT'S WHY I THINK IT WAS THIS WING  
CAUSE I HAD A BETTER VIEW OF IT AND I REMEMBER SEEING THE  
BREAK - I SAW THE INSTANT THE WING STARTED FOLDING BACK AND  
I DON'T THINK I COULD HAVE SEEN THAT HAD IT BEEN THE RIGHT WING.

[REDACTED]

IT LOOKED TO YOU MORE LIKE THE FUEL WAS COMING FROM THIS AREA  
OTHER THAN THIS AREA?

25X1A

[REDACTED]

THAT'S RIGHT - RIGHT IN HERE. NOW I DON'T KNOW - A LOT OF PLANES  
HAVE SERVO DRAINS AND FUEL PORTS - I DIDN'T KNOW WHERE THAT WAS -

TOP SECRET

IF I HAD KNOW WHERE THE SERVO DRAIN WAS - RIGHT HERE OR SOME -  
WHERE LIKE THAT - I WOULD HAVE KNOWN IT WAS - BUT I THOUGHT  
POSSIBLY THEY HAD ONE THERE.

25X1A

[REDACTED]

FOR THE RECORD WE MIGHT STATE THAT AS BEING THE UNDERSIDE  
OF THE LEFT WING ROOT.

25X1A

[REDACTED]

NEAR THE TRAILING EDGE?

25X1A

[REDACTED] : -

25X1A

NEAR THE TRAILING EDGE? THE FUEL - -

[REDACTED]

WELL NO, I THINK IT WAS MORE ON THE FUSELAGE THAN THE WING -  
WELL I COULDN'T BE SURE BUT MY IMPRESSION, IN THAT THAT'S  
WHAT YOU WANT, MY IMPRESSION WAS IT WAS MORE ON THE BODY OF  
THE PLANE ITSELF THAN THE WING. IT MIGHT HAVE BEEN - IT WAS  
VERY CLOSE TO THE WING ROOT - IT COULD HAVE BEEN RIGHT THERE  
WHERE THE WING JOINS.

25X1A

[REDACTED]

25X1A

VERY CLOSE TO THE WING ROOT? FUSELAGE UNDERSIDE?

[REDACTED]

RIGHT, I COULDN'T SEE WHERE THE WING - WHERE THE ACTUAL FUEL

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WAS COMING OUT THE PLANE BUT YOU COULD SEE THE SPRAY - THE



VAPORS FROM WHATEVER IT WAS.

25X1A [ ]-

WHAT I WANTED TO DO WAS PUT THIS ON THE TAPE BECAUSE WHEN WE PLAY THIS TAPE BACK YOU WILL BE POINTING TO THIS MODEL AND SAYING IT WAS COMING FROM ABOUT HERE.

25X1A [ ]

I SEE - I THINK IT WAS MORE ON THE FUSELAGE.

25X1A [ ]

THANK YOU.

QUESTION: -

25X1A [ ] IN PULL UP, WAS IT A ROLLING PULLUP OR DID HE ESTABLISH THE CLIMB AND THEN ESTABLISH THE TURN OR WAS IT A ROLLING PULLUP?

25X1A [ ]  
NO SIR, THAT IS ONE THING I DEFINITELY OBSERVED, IT WAS A PULLUP AND THEN A ROLL.

25X1A [ ] -  
HE HAD STOPPED HIS PULLUP WHEN HE STARTED HIS ROLL?

25X1A [ ] -  
THAT'S RIGHT - IT WASN'T - IT WAS TWO DIFFERENT MANEUVERS. IT WASN'T SIMULTANEOUS

QUESTION: -

THIS SPRAY YOU SAW WAS WHITE? IT LOOKED LIKE FUEL?

25X1A

[REDACTED]  
RIGHT LOOKED LIKE FUEL. I'VE SEEN IT CYPHEN OFF ON T-BIRDS  
AND OTHER - IT WASN'T - MY NAV WAS TALKING ABOUT VAPOR TRAILS  
COMING OFF THE WING - I DON'T THINK IF I SAW A VAPOR TRAIL COMING  
OFF THE WING I WOULD KNOW WHAT IT WAS BUT THIS LOOKED LIKE  
FUEL TO ME. - SOME KIND OF LIQUID.

25X1A

25X1A

[REDACTED]  
ANY FURTHER QUESTIONS GENTLEMEN? - THANK YOU VERY MUCH.

25X1A

[REDACTED] NAVIGATOR

25X1A

I'M [REDACTED] I'M THE NAVIGATOR OF 25X1A  
KC 135, APPROXIMATELY 7 YEARS RATED TIME, 2300 HOURS FLYING TIME.  
ON THE 25 OF FEBRUARY I WAS INVOLVED IN AN INCIDENT WITH [REDACTED]  
I WAS INSTRUCTED TO START FROM THE FINAL BREAKAWAY - WE HAD  
AN EMERGENCY BREAKAWAY - A PRACTICE EMERGENCY BREAKAWAY.  
AT THAT TIME WE ACCELERATED. THE U2 HAD FELL BACK. WE  
THROTTLED BACK AND I HEARD THE PILOT AND COPILOT MAKE THE  
COMMENT LOOK HERE HE COMES ON THE LEFT - ON THE RIGHT WING.  
EXCUSE ME, ON THE RIGHT WING. GOT OUT OF MY SEAT. STOOD RIGHT

BEHIND THE COPILOT'S CHAIR AND WATCHED AND WAVED. I COULD SEE THE MASK AND EVERYTHING ELSE, AND I WAS WAVING AT HIM. COMMENT WENT BACK ABOUT HIM TAKING THE JOB AWAY FROM THE BOOM OPERATOR BECAUSE HE WAS SO GOOD AND I THINK HE GAVE THE HIGH SIGN I WASN'T REAL SURE. AND AT THAT TIME HE STARTED TO CLIMB. HE STARTED A FAIRLY RAPID CLIMB BUT NOT UNUSUAL FOR THIS AIRPLANE. HE JUST STARTED TO CLIMB AND IT LOOKED TO ME AS HE STARTED TO MAKE A RIGHT TURN AS HE WAS CLIMBING. JUST A GRADUAL RIGHT TURN. AND AT THIS TIME I OBSERVED THE LEFT WING OF THE AIRCRAFT SEEMED - WELL, LET ME STOP IT AND GO BACK AGAIN. AS HE STARTED HIS CLIMB I NOTICED, I DON'T KNOW WHETHER IT WAS A CONTRAIL TYPE COMING OFF THE WING OR WHETHER IT WAS FUEL. I HAVE SEEN FUEL OR VAPORS COMING FROM THE WINGS WHEN THEY GO INTO A CLIMB A LOT OF TIMES BUT IT SEEMED SOMETHING WAS COMING FROM THE WING THERE. AND AS HE JUST - TO ME, JUST AS HE STARTED TO TURN A LITTLE TO THE RIGHT, THE LEFT WING BUCKLED RIGHT BACK ON OVER THE PART OF THE AIRPLANE. AND HE STARTED TO GO IN A SPIN OR TO ME MORE OF A WABBLING BACK AND FORTH AND I BELIEVE, I'M NOT SURE NOW, BUT I BELIEVE HIS RIGHT WING BUSTED IN HALF OR SO RIGHT IN THE MIDDLE AND THIS PART HAPPENED SO FAST, SAY IF THE RIGHT WING BUSTED, THAT THE ENTIRE AIRPLANE JUST WENT INTO A THOUSAND PIECES, JUST COMPLETELY DISCENTEGRATED. IT WAS NOT AN EXPLOSION OR ANYTHING BUT JUST EVERYTHING FELL OFF THE AIRPLANE. AND THE ONLY THING

I OBSERVED LARGE WAS THE ENGINE COMPLETELY BARE WITH NO SIDING ON IT, NO NOTHING ON IT, JUST A BARE ENGINE GOING THROUGH THE AIR. THAT'S THE LAST I SAW OF IT. MY MICROPHONE WAS - - , MY BUTTON TO KEY MY SWITCH WAS SO FAR AWAY, I COULDN'T TALK. I COULD NOT REACH IT BECAUSE MY HEADSET ONLY REACHES TO THAT WINDOW. AND AT THIS TIME THE WEATHER CONDITIONS WERE PERFECT. THERE WAS NO TURBULENCE. I HAD COMPUTER TO THE WIND FOR APPROXIMATELY DOPPLER WIND AT ABOUT 265 DEGREES AT 65 KNOTS JUST APPROXIMATELY 2 MINUTES PRIOR TO THIS INCIDENT AND I WAS SURE AT THE TIME THAT THE MAN COULD NOT HAVE EJECTED OUT OF THE AIRPLANE BECAUSE IT HAD JUST DISCENTEGRATED. I DIDN'T SEE ANYTHING LARGER THAN - EXCEPT THIS HUGE LARGE ENGINE GO BACK LIKE IT WAS IN SLOW MOTION. AND WE PROCEEDED TO - STARTED A TURN SHORTLY RIGHT AFTER IT HAPPENED TO THE LEFT AND THERE WAS A LOT OF CONFUSION GOING BACK. THE BOOM OPERATOR CALLED UP AND SAID "I SAW HIM GO BY" OR "I SAW THE PILOT". THE PILOT CALLED AND SAID ROGER WE GOT HIS CHUTE, OUR PILOT DID, AND THE BOOM OPERATOR CALLED UP AND SAID NO, I DON'T SEE HIS CHUTE I JUST SAW HIM GO BY. AND BY THE TIME WE COMPLETED OUR 180 DEGREE TURN OR SO AND WE WERE LOOKING, WE COULD FIND NOTHING. AND THE OTHER CHASE AIRCRAFT SAID HE HAD HIS CHUTE. HE SPOTTED HIS CHUTE AND WE DID FIND HIS CHUTE AND PROCEEDED TO HOVER.

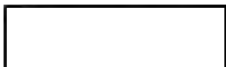
I SQUAWKED TO EMERGENCY FREQUENCY AND HOVERED IN THE AREA UNTIL WE WENT CLEAR DOWN TO 9,000 FEET AND STAYED THERE UNTIL THE COPTERS CAME UP AND PICKED UP THE MAN. THAT'S ABOUT ALL. I DON'T KNOW WHAT ELSE YOU'D LIKE ME TO GO THROUGH. I COULD SAY THAT I CAN TELL YOU THE TRUE AIRSPEED. WE WERE MAKING IN THE NEIGHBORHOOD OF BETWEEN 340 AND 350 TRUE AIRSPEED. I WOULD SAY, MAYBE CLOSER TO 345 TO 350 TRUE AIRSPEED AT THE TIME.

25X1A



THIS IS AT TIME OF INCIDENT OR DURING REFUELING?

25X1A



DURING REFUELING AT ALL TIMES WE HAD A TRUE AIRSPEED OF SAY 340 TO 350 DURING THE ENTIRE REFUELING. I CAN BE THAT EXACT ON THE TRUE AIRSPEED. BUT WE HAD JUST FINISHED THE BREAKAWAY SO WE MAY HAVE INCREASED BUT THEN AGAIN THE PILOTS HAD JUST THROTTLED BACK TO, AND THAT'S WHEN HE CAME ALONG SIDE. AND THEN WHEN HE STARTED HIS CLIMB I DO REMEMBER HE DROPPING BACK AND UP WHEN HE STARTED HIS CLIMB. BUT IT JUST SEEMED TO ME, WELL MY FIRST IMPRESSION, THAT THE MINUTE HE STARTED TO TURN THE AIRPLANE TO THE RIGHT THAT'S WHEN THE WING WENT RIGHT OVER AND IT SEEMED LIKE THE WING JUST MAYBE AN INSTANT HUNG UP OVER THE AIRPLANE AND THEN IT CAME OFF.

25X1A

[REDACTED]

JUST PRIOR TO THAT HE WAS ACTUALLY DRIFTING BACK? HE WASN'T  
IN PRECISE FORMATION?

25X1A

[REDACTED]

HE WAS IN PRECISE FORMATION FOR MAYBE 30 SECONDS OR SO AND  
THEN AFTER THE COMMENTS WAS MADE LIKE I SAID, SOMEBODY  
MADE A COMMENT HE JUST SAID MORE OR LESS GOODBYE AND HE  
STARTED TO CLIMB AND GO AND THE MINUTE HE HE STARTED TO  
TURN IN HIS CLIMB THAT WING WENT RIGHT OFF. RIGHT AT THE ROOT  
OR WHERE IT IS CONNECTED TO THE FUSELAGE. THE WING DID NOT  
BREAK IN HALF OR INTO PIECES OR ANYTHING. I REMEMBER THAT.

QUESTION: -

IT WAS DEFINITELY THE LEFT WING?

25X1A

[REDACTED]

YES SIR. I'M SURE. TO MY KNOWLEDGE I'M SURE THEN AND I'M SURE  
NOW. I WAS VERY EXCITED. JUST COULDN'T BELIEVE IT. SEEMED LIKE  
A DREAM TO BE REAL HONEST WITH YOU EVERYTHING HAPPENED SO  
FAST. I KNOW I COULDN'T REACH MY MICROPHONE BECAUSE MY CABLE,  
MY CORD, DOESN'T GO OVER THERE AND THE BOOM OPERATOR, EXCUSE  
ME, THE COPILOT HOLLERED "HE JUST LOST A WING" AND THE PILOT  
SAID "WHAT WHAT WHAT". HE SAID "HE JUST LOST A WING".

I COULDN'T SAY ANYTHING - COULDN'T REACH MY MICROPHONE -  
QUITE A BIT OF EXCITEMENT AND WHEN HE WENT INTO A THOUSAND  
PIECES I KNEW THAT THAT THE PILOT WAS GONE. THERE WAS NOTHING  
LEFT OF ANYTHING. I MEAN IT MAN, I SAW THE ENGINE AND THAT WAS  
THE BIGGEST THING. AND I KNEW THAT HE COULDN'T HAVE GOTTEN  
OUT. I KNOW NOW DIFFERENTLY BUT AT THE WAY THE AIRPLANE  
WENT INTO SO MANY PIECES SO FAST - I KNEW THAT - AND ALL THE  
TIME THAT I WAS WATCHING I NEVER ONCE SAW HIM GET OUT OF THE  
AIRPLANE - LEAVE THE AIRCRAFT.

QUESTION: -

DID YOU SEE THE AIRCRAFT ROLL AFTER THE WING CAME OFF? DID  
IT SEEM TO YOU TO DO A SNAP ROLL?

25X1A

THE AIRPLANE - IT WAS REAL HAZY OR MAYBE I TURNED AWAY  
RIGHT AFTER IT WENT OVER OR SOMETHING OR AFTER THE COPILOT  
HAD - BUT IT SEEMED LIKE THAT THE AIRPLANE WAS TRYING TO GO  
THE RIGHT AFTER IT LOST ITS WING. AND THEN IT SEEMED TO BUST  
THE RIGHT WING IN HALF OR SO. IT DIDN'T COME OFF AT THE ROOT.  
MAYBE IT WENT INTO A LOT OF PIECES. BUT THE PART THAT I AM  
SO SURE OF IS THAT THE LEFT WING CAME RIGHT OFF AT THE BASE  
AND I KNOW THAT AERODYNAMICALLY IT SHOULD HAVE PROBABLY  
GONE THE OTHER WAY, IT SEEMS TO ME ANYWAY BUT IT DID AND IT

SEEMED LIKE IT WENT TO THE RIGHT AND BUSTED THE RIGHT WING AND THEN - BUT IT WAS ALSO VERY NOSE HIGH AT THIS TIME. VERY NOSE HIGH AND IT SEEMED LIKE IT WENT NOSE HIGHER WHEN THE NOSE WENT A LITTLE BIT HIGHER AT THE INCIDENT IT WENT INTO PIECES ALL OVER.

25X1A

[REDACTED]

IT WAS NOSE HIGH PRIOR TO LEFT WING FAILURE?

25X1A

[REDACTED]

NO SEEMED LIKE WHEN IT - IT'S HARD TO EXPLAIN - AS HE WAS CLIMBING LIKE THIS THIS IS WHAT IT SEEMED LIKE TO ME. WE WERE ABEAM OF EACH OTHER AND HE STARTED HIS CLIMB LIKE THIS GOING UP JUST VERY RAPIDLY WHICH IS NOT TOO RAPID FOR THIS AIRPLANE BUT FAIRLY FAST, AND JUST SEEMED LIKE HE STARTED TO ROLL. THIS, THE LEFT WING BUCKLED ON OVER AND THEN THIS JUST WENT INTO PIECES ALL OVER. THE ENTIRE AIRPLANE JUST SHREDDED BUT IT SEEMED LIKE BETWEEN THE TIME THE LEFT WING CAME OFF, THIS BUSTED, SAY IN THIS VICINITY. HALF WAY THROUGH THE WING A LITTLE CLOSER TO THE BAY. IT SEEMED LIKE THIS BUSTED AND WHEN IT DID BUST, IF I CAN REMEMBER RIGHT THE AIRPLANE WAS MORE LIKE THIS WHEN IT JUST SHATTERED. EITHER LIKE THIS OR LIKE THIS.

25X1A

[REDACTED]

WOULD YOU SAY THAT AFTER THE LEFT WING CAME OFF AFTER HE

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ROLLED TO THE RIGHT AND THE RIGHT WING - - -



25X1A

[REDACTED]

25X1A

SEEMED TO ME BREAK -

[REDACTED]

25X1A

POSSIBLY IN THE MIDDLE POSITION BUT BITS AND PIECES - - -

[REDACTED] -

A LITTLE CLOSER TO THE BASE NOT IN THE MIDDLE BUT A LITTLE  
CLOSER TO THE BASE.

25X1A

[REDACTED] -

25X1A

AT THAT TIME WHAT ANGLE WAS THE FUSELAGE AT?

[REDACTED] -

25X1A

I WOULD SAY NOSE HIGH.

[REDACTED]

WHEN YOU USED THE MODEL IT WAS ABOUT 60 DEGREES - -

25X1A

WELL AFTER THE WING CAME OFF I WOULD SAY THAT SHORTLY RIGHT  
AFTER THE WING CAME OFF I WOULD SAY THAT HE WAS CLOSE TO  
60 DEGREES IT SEEMED TO ME HE WAS GOING 60 DEGREES NOSE HIGH  
AT LEAST. I DON'T KNOW HOW - THAT'S WHAT IT SEEMED LIKE TO ME.

25X1A

[REDACTED]

AND THIS WAS JUST PRIOR TO THE RIGHT WING BREAK?

25X1A

[REDACTED]

NO MAYBE I REALLY COULDN'T SAY FOR SURE ON THAT, I'LL TRY TO GET IT. THE LEFT WING CAME RIGHT OFF. BUCKLED BACK OVER AND LEFT. THE RIGHT WING BUSTED AND JUST PRIOR TO THE AIRPLANE DISINTEGRATING IT WAS JUST NOSE HIGH 60 SOME DEGREES NOSE HIGH AND IT JUST SEEMED AS IF IT WAS A JIGSAW PUZZLE THROWN IN THE AIR. THAT'S ABOUT AS BEST DEFINITION AS I CAN GIVE. JUST PIECES ALL OVER.

25X1A

[REDACTED]

COULD YOU DISTINGUISH ANY OF THE PIECES SUCH AS THE TAIL SECTION?

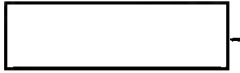
25X1A

[REDACTED]

NO. I COULD DISTINGUISH THE ENGINE IT WAS THE ONLY ONE AND 25X1A  
I HAVE SINCE THEN TALKED TO THE [REDACTED] THE COPILOT, AND  
HE SAID HE DISTINGUISHED THE NOSE COMPARTMENT OF THE AIRPLANE.  
I DID NOT DISTINGUISH AT ALL. ALL I COULD NOTICE WAS THIS LARGE  
BARE ENGINE, AS I SEE WHEN WE GO TO THE AIRPLANE SOMETIME  
AND THE COWLING IS ALL OFF THE ENGINE AND EVERYTHING ELSE.  
I NOTICED THE - - - - BARE ENGINE.

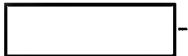
TOP SECRET

25X1A



YOU SAY AFTER THE INCIDENT OCCURED THAT THE PILOT BANKED  
THE 135 TO THE LEFT - ORBITED TO THE LEFT?

25X1A



WE DID PROCEED TO MAKE A TURN TO THE LEFT, I BELIEVE, TO BE  
HONEST WITH YOU I WOULD NOT GUARANTEE ON THAT. I WAS LOOKING  
OUT THE RIGHT WINDOW AND LOOKING BACK AS FAR AS I COULD GO  
BACK AND WHEN IT FINALLY DAWNED ON ME, - I DON'T KNOW HOW  
LONG IT TOOK - WHEN IT DAWNED ON ME I JUMPED IN THE SEAT AND  
TRIED TO - THERE AND NOTICED ON THE RADAR WAS BAKERSFIELD  
COMING IN. ABOUT, OH, IN THE NEIGHBORHOOD OF 270 POSITION. I  
DON'T EVEN REMEMBER THE EXACT MILEAGE BUT I JUMPED IN AND  
TOOK A FIX OFF THE GREAT BIG TOWN OF BAKERSFIELD AND PLOTTED  
IT ON MY MAP AND THERE WAS A LOT OF TALK GOING ON THE RADIO  
AT THAT TIME. I BELIEVE, THOUGH, THE TURN WAS TO THE LEFT.

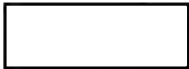
25X1A



I WOULD LIKE TO GO BACK TO WHAT YOU SAW JUST PRIOR TO THE  
LEFT WING LEAVING. CAN YOU DESCRIBE WHERE YOU SAW WHAT YOU  
THOUGHT MIGHT HAVE BEEN FUEL?

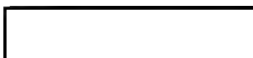
TOP SECRET

25X1A



IT LOOKED TO ME - THE STREAMER OR FUEL THAT I SAW COME THROUGH, IT LOOKED AS IF IT COULD HAVE BEEN COMING FROM TWO PLACES. MAYBE THIS WAS RIGHT AT THE TIME OF THE BREAK BUT I DID NOTICE A STREAM SEEMED TO BE COMING FROM THE VERY TIP OF THE LEFT WING BUT THIS MAY HAVE BEEN - MAYBE THE WING HAD ALREADY ACTUALLY BUCKLED, BUT I DID NOTICE LIKE A STREAMER LIKE YOU WOULD SEE A FIGHTER OR WHAT DO THEY CALL IT - A CONTRAIL OR A VAPOR TRAIL WHEY YOU MAKE A REAL SHARP TURN OR SOMETHING TO THIS EFFECT? THIS WAS, SAY, RIGHT AT THE INSTANT THAT THE WING HAD COME OFF. AND I NOTICED, I WOULD SAY, IN THE THIRD OR CLOSE TO THE ROOT OF THE WING, EITHER FUEL OR SOME TYPE OF VAPOR COMING FROM THERE.

25X1A



FIRE?

25X1A



NO FIRE. I NEVER ONCE SAW FIRE, SMOKE, OR ANYTHING DURING THE ENTIRE THING. IT'S REAL FUNNY.

TOP SECRET

TOP SECRET

25X1A

[REDACTED]

DID IT APPEAR TO COME FROM THE JOINT BETWEEN THE WING AND  
THE FUSELAGE - MORE ON THE WING OR MORE ON THE FUSELAGE?

25X1A

[REDACTED]

IT WOULD BE REAL HARD FOR ME TO TELL BECAUSE HE WAS DIRECTLY  
ABEAM ME. AND SEEING THAT THE TIP OF THE WING OR UP AGAINST  
THE BASE OF THE WING IT'S HARD TO JUDGE ON PERCEPTION. I HAVE  
TO GIVE MY DEPTH PERCEPTION IN THERE AND WOULDN'T GUARANTEE  
THAT. BEING A NAVIGATOR, MY EYES, I DID HAVE MY GLASSES ON AT  
THE TIME THOUGH.

QUESTION: -

COULD YOU POINT ON THAT AIRPLANE MODEL WHERE YOU SAW THE  
FUEL COMING FROM? AND THEN [REDACTED] WILL DESCRIBE HER.  
HOW'S THAT?

25X1A

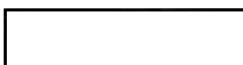
25X1A

[REDACTED] -

WELL, AS I SAID, I WAS NOT SURE IT WAS FUEL. I WOULD NOT  
GUARANTEE THAT IT WAS A FUEL. IT MAY HAVE BEEN - WHAT IS THE  
EXACT WORD YOU FIGHTERS USE YOU CAN SEE THEM WHEN THEY  
COME IN.

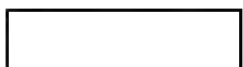
~~TOP SECRET~~

25X1A



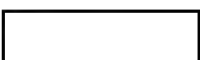
CONDENSATION TRAIL.

25X1A



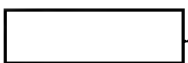
25X1A

WHERE HE MAKES A REAL SHARP TURN - THE STREAMER TYPE?



VORTEX.

25X1A

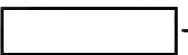


VORTEX. I THINK THAT'S THE WORD I WAS THINKING OF. VORTEX.  
IT MAY HAVE BEEN VORTEX FROM THE VERY TIP, THE LEFT TIP OF  
THE WING. BUT IN THE FIRST THIRD SECTION, IN THROUGH HERE,  
WHEN HE WAS GOING UP LIKE THIS - THE THIRD - SAY YOU DIVIDE THE  
WING INTO THREE SECTIONS - THE THIRD CLOSEST.

QUESTION: -

25X1A

THIS IS WHEN HE IS STILL IN THE CLIMB AND AND NOT IN THE RIGHT  
TURN?



WELL, THIS IS RIGHT IN THE TWO - I SHOULD SAY THE LAST PART -  
THE VERY LAST PART OF HIS CLIMB BEFORE HE STARTED HIS LEFT  
TURN. I COULD SEE COMING FROM THIS PART OF THE WING - VAPOR  
TYPE.

~~TOP SECRET~~

25X1A

TOP SECRET

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[REDACTED]:

25X1A

WAS IT A VERY THIN STREAM?

[REDACTED]

YES

QUESTION:

25X1A

POINT TO WHERE IT WAS COMING FROM AT THAT TIME.

[REDACTED]

IN THIS AREA IN HERE IS THE ONLY PART I COULD SAY - CLOSER TO THE

25X1A

TWO.

[REDACTED]

25X1A

BUT IT WAS DEFINITELY FROM UNDER THE WING?

[REDACTED]

WELL, SEE I WAS IN THIS POSITION AND I COULD SEE IT COMING OUT HERE

25X1A

IN THIS CLOSE PROXIMITY TO THE FUSELAGE.

[REDACTED]

SO IT APPEARED TO BE FROM THE UNDERSIDE OF THE INNER THIRD OF THE

25X1A

WING.

[REDACTED]

RIGHT. I COULD NOT SEE THE UPPER SIDE OF THE WING AND I COULD

JUST SEE IT COMING OFF OF BACK HERE. IT COULD HAVE BEEN RUNNING

25X1A

OFF OF THE TOP OR IT COULD HAVE BEEN DOING THIS TOO. I DON'T KNOW.

[REDACTED]

25X1A

YOU COULD SEE THE WHOLE AIRPLANE AT THAT TIME?

[REDACTED]

YES, AT AN ANGLE LIKE THIS I COULD SEE THE WHOLE AIRPLANE, YOU KNOW

WHAT I MEAN, STAYING OUT HERE LIKE THIS - THE SIDE VIEW OF IT - I

COULD SEE THE WHOLE AIRPLANE.

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TOP SECRET

25X1A

TOP SECRET

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[REDACTED]

25X1A

ALMOST LOOKING TIP TO TIP.

[REDACTED]

25X1A

RIGHT, BUT WHEN HE WENT LIKE THIS THERE SEEMED TO BE A LARGE GUSH  
OF FUEL AS THE WING WENT OVER - LARGE GUSH OF FLUID RIGHT IN HERE

[REDACTED]

25X1A

WAS IT A SHEET? YOU SAY IT WAS A SHEET?

[REDACTED]

RIGHT. LIKE A BALLOON FULL OF WATER POPPING AT ONE TIME MAYBE  
BUT THAT WAS AS THE WING BROKE.

25X1A

[REDACTED]  
IF I MAY, I WOULD LIKE TO POINT OUT THAT WE HAVE A VENT LINE UP HERE  
IN THE TOP OF THE FIN - IS THERE ANY POSSIBILITY THAT THIS VAPOR YOU  
SAW MIGHT HAVE BEEN COMING FROM THAT AREA OF THE AIRPLANE.

25X1A

[REDACTED]

I REALLY COULDN'T SAY TO BE HONEST WITH YOU - I DO NOT BELIEVE IT  
CAME FROM THERE BUT AGAIN MAYBE THE ANGLE AND SEEING THE STREAM-  
IT DID SEEM TO COME FROM THAT WING THO I WILL HAVE TO SAY.  
DID SEEM LIKE COMING FROM THE WING. THERE IS A POSSIBILITY THAT IT  
COULD HAVE COME FROM THE VENT BUT I STILL SAY FROM THE WING. I  
WAS SO AMAZED WITH THE FACT THAT EVERYTHING WAS HAPPENING SO  
DOGGONE FAST THAT IT SEEMED SIMILAR TO A DREAM.



25X1A

[REDACTED]

COULD YOU GIVE US, TO THE BEST OF YOUR ABILITY, THE ACTUAL LOCATION WHEN THE INCIDENT OCCURRED - IN OTHER WORDS YOU GOT BEARINGS OFF BAKERSFIELD AND YOU GOT BEARINGS OFF PALMDALE, I BELIEVE.

25X1A

[REDACTED]

RIGHT. I TOOK A RADAR BEARING OFF OF BAKERSFIELD AND I BELIEVE THE COORDINATES WERE 35 22 NORTH - I WOULD HAVE TO GET MY CHART TO DOUBLE SURE BUT I'M SURE THE 22 NORTH IS GOOD AND I BELIEVE 118 19 WEST IS WHAT I BELIEVE. I THINK IT WAS BETWEEN 17 and 19 WEST - IS WHERE THE POSITION THAT I TOOK RIGHT AFTER I JUMPED BACK AND ADJUSTED SAY FOR 30 SECONDS OR WHATEVER IT WOULD BE - THIS IS MY POSITION.

25X1A

[REDACTED]

25X1A

YOU ADJUSTED IT BACK?

[REDACTED]

RIGHT - THIS IS WHAT I DID. I JUST PLOTTED IT, JUST MOVED IT BACK MAYBE...

25X1A

[REDACTED]

25X1A

DO YOU RECALL WHAT YOUR BEARING WAS WHEN THE INCIDENT OCCURRED?

[REDACTED]

NO, I DIDN'T, AT THE TIME THE INCIDENT OCCURRED I WAS STANDING BEHIND THE COPILOTS SEAT AND I HAD BEEN THERE SAY APPROXIMATELY 30 SECONDS. I HAD BEEN BEHIND THE COPILOT AND LOOKING OUT THE WINDOW.

25X1A

[REDACTED]

25X1A

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[REDACTED]

OH I COULD GIVE YOU - I'D HAVE TO GET MY CHART AND MY MAP TO GIVE  
YOU THE HEADING THAT I WAS ON AT THAT TIME.

25X1A

[REDACTED]

25X1A

DO YOU HAVE THAT WITH YOU?

[REDACTED]

YES, THEY ARE IN THE OTHER ROOM - I DIDN'T BRING THEM IN - I COULD---  
WANT TO STOP IT NOW?

25X1A

[REDACTED]

25X1A

COULD YOU STOP THE TAPE FOR A MOMENT?

[REDACTED]

25X1A

AND THE FOLDER. NOW WHAT WERE YOU ASKING?

[REDACTED]:

I WISH TO KNOW THE POSITION THAT YOU LOCATED THE ACTUAL INCIDENT,  
I BELIEVE YOU SAID YOU BACKED IT OFF 30 SECONDS

25X1A

[REDACTED]

APPROXIMATELY

25X1A

[REDACTED]

25X1A

AND THE HEADING YOU WERE ON AT THE TIME.

[REDACTED]

WE WERE ON A MAGNETIC HEADING OF 33 CORRECTION, CORRECTION 183.  
MAGNETIC HEADING NUMBER 183. WE WERE MAKING A GROUND SPEED OF  
340 KNOTS AT THAT TIME. AND I HAD A DOPPLER WIND JUST PRIOR TO THE  
INCIDENT OF 265 DEGREES, 60 KNOTS, 60 KNOTS

25X1A

[REDACTED]

25X1A

YEAH, I THOUGHT THAT - COULD I ADD THAT YOU GAVE THAT OVER  
THE RADIO AND WHEN YOU FIRST MENTIONED, YOU SAID 265, 65.

[REDACTED]

25X1A

I BELIEVE I DID SAY 65. I'LL DOUBLE CHECK ---

[REDACTED]

25X1A

AND YOU TOOK A RADAR FIX OFF BAKERSFIELD?

[REDACTED]

RIGHT. I HAD A RADAR FIX OFF OF BAKERSFIELD AT 1816 WHICH WAS  
2 MINUTES - WHAT I WOULD FIGURE WAS APPROXIMATELY 2 MINUTES PRIOR  
TO THE INCIDENT - THE ACTUAL INCIDENT HAPPENING AND AT 1816 I HAD  
PLANNED TO MAKE A 180 DEGREE TURN TO THE LEFT CAUSE THIS WAS  
OUR ACTUAL TURNING POINT AND I HAD PLANNED TO TURN 180 TO THE LEFT  
AND AT 1816 HE DECIDED HE WAS GOING TO GET ONE MORE CONTACT AND  
I WAS TALKING WITH THE PILOT BACK AND FORTH AND I SAID WELL, LET'S  
GET OUT OF HERE - THEY DON'T WANT US TO GO SOUTH OF A CERTAIN LINE  
HERE. I HAD PLOTTED IT ON MY CHART AND HE SAID WHAT'S THE LATEST  
WE COULD GO AND I SAID WELL, WE BETTER TURN BY 18 AFTER .....  
THAT'S GETTING AS CLOSE AS WE'D WANT TO GO TO THAT LINE AND ABOUT  
APPROXIMATELY 1817 I'D SAY HE HOOKED UP AGAIN AND I SAID WELL,  
LET'S GET HIM OFF AND GET OUT OF HERE - TO THE LEFT - I DON'T WANT  
TO GET INTO ANY RESTRICTED AREA HERE. - OR GET HIM FURTHER SOUTH  
OF THE LINE AND APPROXIMATELY 1818 OR SAY 1817 AND 30 SECONDS HE  
DISCONNECTED WITH EMERGENCY - PRACTICE EMERGENCY BREAKAWAY  
AND PULLED ALONG OUR RIGHT WING AND STAYED THERE FOR 30 SECONDS  
AND THEN STARTED THIS CLIMB WHEN THE INCIDENT HAPPENED.

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25X1A

[REDACTED]

25X1A

COULD YOU STATE YOUR ESTIMATE IN LAT AND LON.

[REDACTED]

25X1A

LATITUDE AND LONGITUDE?

[REDACTED]

25X1A

YEAH

[REDACTED]

WHAT I GAVE YOU WAS 3522 NORTH 118 17 - THIS IS THE 118 17 WEST WAS MY POSITION THE DAY OF THE INCIDENT. SINCE THEN USING MY TRACK I FIGURE ABOUT A 118 20 WEST WOULD BE A LITTLE CLOSER. BUT THE LATITUDE OF 3522 NORTH SHOULD BE, TO THE BEST OF MY KNOWLEDGE RIGHT THERE WHERE THE ACTUAL INDICENT OCCURRED.

25X1A

[REDACTED]

ANY FURTHER QUESTIONS GENTLEMEN:

QUESTION:

DID YOU NOTICE ANY FLEXING OF THE WING PARTICULARLY WHILE HE WAS OUT FLYING ALONG WITH YOU IN FORMATION?

25X1A

[REDACTED]

I NOTICED WHEN I FIRST LOOKED OUT, MAYBE - I PROBABLY SHOULDN'T HAVE EVEN BROUGHT THIS UP BECAUSE IT MIGHT BRING SOME QUESTIONS - IT SEEMED TO ME JUST WHEN HE WAS JUST COMING ALONG OUR LEFT WING THAT HE GOT JUST LIKE ONE LITTLE BOUNCE ----- HOW THE WINGS WILL FLEX BECAUSE OF THEIR LENGTH, YOU KNOW, ANY TYPE OF LITTLE BOUNCE OR ANYTHING YOU SEE - IT LOOKED TO ME LIKE HE BOUNCED ONCE AND THEN EVERYTHING WAS PERFECTLY STABLE. WE HAD A VERY STABLE PLATFORM. WE WERE FLYING 200 INDICATED AT OUR TIME AND REAL ACCURATE - HE EVEN MADE THE COMMENT - THE PILOT MADE THE

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COMMENT OF HOW ACCURATE IT WAS. BUT WHEN THE U BIRD DID PULL  
ALONG SIDE THE WING - ACTUALLY LIKE HE WAS CATCHING UP WITH US  
JUST A LITTLE BIT - WE WERE THROTTLING BACK AND I UNDERSTAND  
HE WAS JUST CATCHING UP WITH US - AND ONE LITTLE RIPPLE. I PROBABLY  
SHOULDN'T EVEN MENTION THAT - JUST A MINOR LITTLE BOUNCE MAYBE.

25X1A  
25X1A

AND THEN HE STAYED IN FORMATION FOR ABOUT .....

THEN HE STAYED IN FORMATION FOR ABOUT 30 SECONDS I'D SAY. THAT'S  
JUST A GUESS - BY THE TIME I GOT OUT OF MY SEAT, HE WAS THERE MAYBE  
HE WAS THERE 30 SECONDS. HE KEPT WAVING BACK AND FORTH - I WAS  
TRYING TO WAVE AT HIM.

25X1A

DID YOU NOTICE THE SPEED BRAKES CAME OUT OR DID YOU JUST NOTICE  
THEM TO BE OUT?

25X1A

I DID NOT NOTICE THEM AT ALL - I REALLY DID NOT.

25X1A

I SEE.

25X1A

BUT I DO KNOW WHEN HE STARTED - JUST SAY AT THE TIME HE STARTED THE  
CLIMB OR JUST PRIOR TO THE TIME HE WAS CLIMBING HE STARTED TO  
DROP BACK - PROCEEDED TO CLIMB RIGHT UP DIRECTLY.

25X1A

ASIDE FROM THE VAPOR INDICATIONS AND PRIOR TO THE WING FAILURE -  
THERE WAS NOTHING THAT YOU WOULD SAY WAS UNUSUAL ABOUT THE  
AIRPLANE?

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TOP SECRET

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25X1A

[REDACTED]

NO, NOTHING AT ALL UNUSUAL - IT WAS PERFECTLY NORMAL AND

25X1A

EVERYTHING SEEMED TO BE PERFECTLY NORMAL.

[REDACTED]

NO INDICATIONS OF ANY FAILURE OR ANYTHING PRIOR TO THE LEFT WING  
FAILURE.

25X1A

[REDACTED]

25X1A

NO, NOT AT ALL.

[REDACTED]

25X1A

YOU'VE WITNESSED OTHERS OF THESE -----

[REDACTED]

25X1A

YES I HAVE.

[REDACTED]

THIS SORT OF PROCEDURE - DID THE CLIMB APPEAR TO BE NORMAL?

25X1A

WHAT YOU HAVE SEEN BEFORE?

[REDACTED]

LET ME CLARIFY ONE THING - I'VE WITNESSED QUITE A FEW TAKEOFFS  
FROM THE GROUND AND HAVE BEEN OUT THERE WHEN THEY HAVE TAKEN  
OFF FROM THE GROUND - I BEING THE NAVIGATOR, THEY PUT YOU BACK  
IN THE RADAR SET AND ABOUT THE TIME THEY DISCONNECT THEY USUALLY  
WILL PULL ALONG SIDE OR SOMETHING AND START THEIR CLIMB AND I  
USUALLY DONT WITNESS THOSE CLIMBS - ACTUALLY IN THE ALTITUDE -  
BUT I HAVE SEEN THEM CLIMB FROM THE GROUND ON UP AND HE DIDN'T  
GO ANYTHING QUITE LIKE THAT - IT WAS JUST A - RATHER FAST CLIMB  
FOR OUR TYPE OF AIRCRAFT, WHICH IS A KC135 - WE COULDN'T DO IT THAT  
FAST. I WOULD ASK - I WAS TRYING TO TALK WITH ONE OF THE OTHER

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TOP SECRET

TOP SECRET

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CREW MEMBERS AND WOULD SAY 500 FEET HE CLIMBED JUST QUICK  
LIKE THAT - REAL QUICK LIKE THAT - HE WAS 500 FEET ABOVE US -  
MAYBE TO A 1000 FEET ABOVE US WHEN THE INCIDENT ACTUALLY  
OCCURRED.

[REDACTED]

YOU WERE LOOKING DOWN THEN AND PEERING UP OUT OF THE WINDOW?

[REDACTED]:

YES, FROM THE TIME HE STARTED HIS CLIMB UNTIL THE TIME THE WING  
CAME OFF I MADE A COMMENT LIKE GEEZ "LOOKIT, THERE HE GOES" -  
SOMETHING LIKE "GEEZ THERE HE GOES" AND THEN HE STARTED TO GO UP  
AND I HAD TO GO DOWN - HAD TO PUT MY HEAD WAY DOWN TO THE BOTTOM  
PART OF THE WINDOW SO I COULD SEE HIM - AND THEN SAW THE WING COME  
OFF, AND THE TRAIL.

[REDACTED]

DID YOU AT ANY TIME LOSE SIGHT OF HIM WHILE HE WAS GOING THRU THAT  
CLIMB?

[REDACTED]

NO, NOT TO MY KNOWLEDGE. I BELIEVE AFTER THE WING CAME OFF I  
MIGHT HAVE TURNED AND TRIED TO HELP THE PILOT GET THE IDEA THAT  
THE WING CAME OFF BECAUSE THE COPILOT HAD MENTIONED IT AND HE  
HOLLERED "WHAT" AND I MIGHT HAVE TURNED THEN AND SAID "THE WING  
CAME OFF" AND CAME BACK AND SAW IT LEAVE THE AIRPLANE AND DIS-  
INTEGRATE.

TOP SECRET

TOP SECRET

25X1A



25X1A


25X1A

THANK YOU VERY MUCH FOR YOUR INFORMATION



25X1A

 BOOM OPERATOR. :

I'M  BOOM OPERATOR ON THE KC 135 AIRCRAFT. CONVERNING THE ACCIDENT, I WAS IN THE BOOM POD WATCHING THE CONTRAILS FROM THE U2 AIRCRAFT AND I HEARD THE COPILOT STATE HE'S LOST A WING. ALMOST INSTANTLY I SAW HIS DEBRIS AND OUT OF THIS THE PILOT. I WATCHED THE PILOT AS LONG AS I COULD - WAITING FOR THE CHUTE TO DEPLOY. WE MADE A TURN AND I LOST SIGHT OF HIM. ON THE CONTACTS - IT WAS THE SMOOTHEST CONTACTS I'VE EVER SEEN. HE MADE 9 CONTACTS. I LINED THE BOOM UP, YOU KNOW, AND HE ACTUALLY MADE THE CONTACTS HISSELF. REAL EASY - REAL SMOOTH. IN FACT, ITS THE BEST I'VE EVER SEEN ON AN AIRPLANE. IN FACT I WOULDN'T GIVE ANY TRAINING AT ALL, I WAS JUST HOLDING THE BOOM, YOU KNOW, AND HE WAS MAKING THE CONTACTS. DURING THE CONTACTS THERE WASN'T ANY MOVEMENT IN AZIMUTH AT ALL AND TWO OR THREE TIMES HE MADE A COUPLE OF MOVES UP AND DOWN - JUST A LITTLE - ENOUGH I COULD - I COULDN'T FEEL IT IN THE CONTROLS OF THE BOOM BUT I COULD FEEL IT IN THE AIRPLANE, YOU KNOW, AS IT KINDA FELT LIKE IT WAS SLOWING DOWN AND COMING FORTH - THE WINGS DIDN'T FLEX - I DIDN'T SEE ANY MOVEMENT OF THE WINGS.

25X1A



WAS THERE ANYTHING UNUSUAL ON ANY OF THE DISCONNECTS AT ALL?



25X1A

[REDACTED]

NO, EITHER THE PILOT OR I MADE THE COUNT FOR THE DISCONNECTS EXCEPT ONE TIME WHEN HE DISCONNECTED AND BACKED OFF AND WE DIDN'T COUNT - OTHER THAN THAT - EVERYTHING WAS NORMAL AND THE BEST I'VE EVER SEE.

25X1A

[REDACTED]

25X1A

DID YOU, ON ANY OF THE CONNECTIONS, TRANSFER ANY FUEL?

[REDACTED]

25X1A

NO SIR. NO FUEL WAS TRANSFERRED WHATSOEVER.

[REDACTED]:

DID YOU NOTICE ANY FUEL VAPOR ON THE BREAKAWAY OF ANY OF THE DISCONNECTS?

25X1A

[REDACTED]

NO, WE HAD JUST A LITTLE FUEL VAPOR AROUND THE NOZZLE WHEN WE MADE CONTACT. BUT I THINK IT WAS RESIDUE FROM THE - JUST A LITTLE ACCUMULATION EITHER IN THE BOOM OR WHEN HE OPENS - I SUPPOSE HE HAS A VALVE HE OPENS - POSSIBLY CAME OUT.

25X1A

[REDACTED]

THAT WAS ONLY ON THE CONTACT, RIGHT?

25X1A

[REDACTED]

ONLY ONE CONTACT - IN CONTACT - IT WAS JUST ENOUGH TO MAKE THE BACK PART OF THE FUSELAGE FOR ABOUT A FOOT BEHIND THE RECEPTACLE DAMP. YOU COULD SEE THAT THE FUSELAGE .....

25X1A

[REDACTED]

CAN YOU SEE THESE LITTLE DOORS WHICH - ON EITHER SIDE OF THE TOP FUSELAGE WHICH CLOSE OR SHOULD BE CLOSED WHEN REFUELING TAKES

PLACE OR WHEN THAT RECEPTACLE IS OPEN. THESE .....

25X1A THERE ARE TWO LITTLE DOORS HERE WHICH SHOULD BE CLOSED - YOU  
DIDN'T NOTICE ANY OPENING?

[REDACTED]

25X1A THERE WAS NO DOORS OPEN.

[REDACTED]

NO DOORS OPEN - THEY'RE ABOUT NOT MUCH BIGGER THAN THAT

COMMENT :

25X1A 6 INCHES LONG AND ABOUT THAT - THAT WIDTH

[REDACTED] :

25X1A FINE.

[REDACTED]

AT ANY TIME, WHEN YOU WERE WATCHING THE U BIRD, DID YOU NOTICE  
ANY FUEL ESCAPE FROM ANY PART OF THE AIRPLANE?

25X1A [REDACTED]

NO SIR. THERE WASN'T ANY SPRAY, VAPOR OR ANYTHING OTHER THAN THE  
SLIGHT DAMPENING ON THE BACK OF THE FUSELAGE HERE, NEAR THE BOOM.  
OTHER THAN THAT THERE WASN'T ANYTHING UNUSUAL.

QUESTION :

25X1A ON THIS LAST BREAKAWAY AS HE MOVED OUT - COULD YOU DESCRIBE  
THAT - DID HE DROP BACK AND THEN HE PULLED OFF TO THE RIGHT OR HOW  
DID HE MOVE OUT OF POSITION?

[REDACTED]

WHEN HE CALLED BREAKAWAY, DISCONNECT AND RETRACTED BOOM AND  
MOVED OUT HIS WAS, HE SIMULTANEOUSLY - HE DROPPED BACK AND DOWN.

IT WAS REAL SMOOTH AND I THOUGHT A GOOD BREAKAWAY. OF COURSE,

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WE DIDN'T HAVE ANY CAPABILITY FOR MOVING FORWARD AT THAT LOW

AIR SPEED BUT WHEN HE BROKE FROM THE BOOM HE DROPPED BACK ABOUT 50 OR 60 FEET AND ON THE FIRST INITIAL BREAK AND AFTER THAT HE MOVED BACK A LITTLE FURTHER AND MOVED OVER TO THE SIDE QUESTION :

25X1A YOU DIDN'T NOTICE HE GOT IN ANY TURBULENCE AT THAT TIME OR ANYTHING

[REDACTED]

NO SIR. HE DIDN'T MAKE ANY ROUGH MOVEMENTS OR ANYTHING ON THE BREAKAWAY. LIKE THE B47 AND B52 AND SO FORTH, YOU KNOW, THEY NOSE IT DOWN AND DROP BACK BUT TO ME HIS BREAKAWAY WAS REAL SMOOTH. I DIDN'T SEE ANYTHING WRONG WITH IT.

25X1A

[REDACTED]

COULD YOU ESTIMATE THE TIME FROM WHEN YOU LAST SAW HIM TILL YOU HEARD A VOICE SAY HE'S LOST A WING?

25X1A

[REDACTED]

IT WOULD HAVE TO BE AN ESTIMATION SIR, BECAUSE I DON'T HAVE ANY IDEA HOW LONG THIS WAS. I'D HAVE TO RUN A CHECKLIST AND STOP THE BOOM - IT COULD HAVE BEEN 5 MINUTES OR 4

25X1A

[REDACTED]

25X1A

WHEN DID HE ACTUALLY -- I BEG PARDON.

[REDACTED]

GO AHEAD - YOU GO RIGHT AHEAD

25X1A

[REDACTED]

25X1A

WHEN DID HE DISAPPEAR FROM YOUR VIEW AS HE CAME ALONG SIDE ?

[REDACTED]

AFTER THE BREAKAWAY?

25X1A

TOP SECRET

[REDACTED]

YES, AFTER THE BREAKAWAY. HOW MUCH CAN YOU SEE OUT TO THE  
SIDE?

25X1A

[REDACTED]

I CAN SEE HIM TILL HE GETS - OH ABOUT A 45 DEGREE ANGLE I SUPPOSE  
FROM THE BOOM POD - IT'S ACTUALLY BETWEEN MY POD AND THE WING  
WHEN HE GOES OUT OF SIGHT - THE WING OF THE AIRPLANE.

25X1A

[REDACTED]

25X1A

I SEE.

[REDACTED]

IN FACT, I WAS WATCHING HIS CONTRAIL WHILE HE WAS SITTING OFF THE  
WING OVER THERE BECAUSE I CAN PICK HIM UP IF HE MOVES BACK BY  
WATCHING HIS CONTRAIL, YOU KNOW, THE MINUTE HE MOVES BACK WITHIN  
MY SIGHT I CAN PICK HIM UP AND THAT'S WHAT I WAS WATCHING WHEN THE  
INCIDENT .....

25X1A

[REDACTED]

25X1A

FROM WHAT POINT ON THE AIRPLANE WERE HIS CONTRAILS?

[REDACTED]

THEY WAS THE CONTRAILS OF THE ENGINE

QUESTION :

WERE YOU WATCHING HIS CONTRAILS AT THE TIME THEY SAID HIS WING  
CAME OFF?

25X1A

[REDACTED]

YES SIR.

QUESTION :

DID YOU SEE ANY DISCOLORATION IN CONTENT OF ANY CHANGE IN THE  
NORMAL COLOR CONTRAILS AT ANY TIME?

TOP SECRET

25X1A

[REDACTED]  
NO SIR, I DIDN'T.

25X1A

25X1A

[REDACTED]  
WHAT WAS THE FIRST PART OR PIECE THAT YOU SAW?

[REDACTED]  
WELL, I SAW - THERE WAS ALL KINDS OF DEBRIS - LIKE I SAY - OUT OF THIS  
CAME THE PILOT AND THEN IT WAS A LARGE SECTION OF IT WHICH I DIDN'T  
ASSOCIATE AS BEING A WING UNTIL I TALKED WITH THE 33 PILOT AFTER-  
WARD. THE MINUTE I SPOTTED THE PILOT - ACTUALLY I SPOTTED THOSE  
TWO - THE PILOT AND THE LARGE SECTION AT THE SAME TIME. WHEN  
I IDENTIFIED THE PILOT IN MY MIND THATS THE ONLY THING I WATCHED  
EXCEPT, YOU KNOW, OUT OF THE CORNER OF MY EYE I COULD CATCH THIS  
WING, YOU KNOW, AND I BELIEVE NOW THAT THAT WAS THE WING SINCE  
I TALKED TO EM ABOUT IT.

25X1A

[REDACTED]  
JUST ONE LARGE PIECE AND THE PILOT AND THE REST BITS AND PIECES?

25X1A

25X1A

[REDACTED]  
THATS RIGHT.

25X1A

[REDACTED]  
WAS THE PILOT STILL IN THE SEAT?

[REDACTED]  
YES SIR, HE WAS IN A SITTING POSITION WITH HIS KNEES PULLED UP UNDER  
HIM - IS WHAT IT LOOKED LIKE TO ME - HIS BACK WAS TO ME. LIKE YOU  
WERE SITTING IN A CHAIR OR SOMETHING.

25X1A

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[REDACTED]

25X1A

COULD YOU ESTIMATE A TIME FROM THE PERIOD WHEN YOU HEARD HE HAS  
LOST THE WING TO A TIME YOU SAW THE PILOT? JUST A ROUGH ESTIMATE?

[REDACTED]

25X1A

IT WAS PRETTY QUICK - IT WAS ALMOST INSTANTLY.

[REDACTED]

25X1A

WAS THE PILOT ABOVE OR BELOW YOUR LEVEL WHEN YOU SAW HIM.

[REDACTED]

ABOUT EVEN WITH MY EYESIGHT LOOKING OUT THE POD. I FIRST SAW  
SOMETHING AND I GOT A LITTLE OBSERVATION WINDOW ON MY LEFT,  
WHICH IS ON THE RIGHT SIDE OF THE AIRPLANE OTHER THAN THE BIG  
SIGHTING WINDOW TO LOOK OUT AND I SAW SOMETHING COME BY IT FIRST  
OUT OF THE CORNER OF MY EYE AND THEN IT CAME INTO THE BIG WINDOW.  
AND ACTUALLY TO ME IT LOOKED LIKE HE CAME ACROSS BEHIND ME AT AN  
ANGLE - APPARENTLY HE WAS GOING STRAIGHT AHEAD.

25X1A

[REDACTED]:

25X1A

COMING TOWARDS YOU OR TOWARDS YOUR TRAIL?

[REDACTED]

25X1A

ACROSS ME AT AN ANGLE, YOU KNOW, LIKE COME ACROSS IN FRONT OF ME.  
I'M LAYING DOWN LOOKING OUT, YOU KNOW

[REDACTED]

25X1A

I SEE

[REDACTED]

I WATCHED THE PILOT UNTIL - I DONT KNOW - IT SEEMED LIKE TO ME  
10 MINUTES - I SUPPOSE IT COULDN'T HAVE BEEN VERY LONG BUT I KEPT  
PRAYING FOR THE CHUTE TO OPEN, YOU KNOW, I KEPT WAITING AND  
WAITING. I WAS AFRAID IN THIS DEBRIS, YOU KNOW, I WAS AFRAID HIS

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CHUTE WAS TORE UP TOO AND I SAW SMOKE OR DUST - HE WAS ALMOST OUT OF  
SIGHT WHEN I SAW SMOKE OR DUST AND I BELIEVE THAT WAS THE CHUTE  
WHEN IT STARTED TO OPEN. THE DUST - THE POWDER IS LOCATED IN  
THE ..... I LOST SIGHT OF HIM AT THAT TIME AND THEN WHEN WE MADE  
25X1A A TURN, THE 180, WE SAW HIS CHUTE DEPLOYED.

[REDACTED]

25X1A DID YOU SEE HIM SEPARATE FROM HIS SEAT AT ALL?

[REDACTED]

WELL, THERE WAS A - BESIDES THAT WING THERE WAS OTHER PIECES  
AROUND HIM AND IT LOOKED LIKE SOMETHING ABOUT THREE TIMES  
SEPARATED FROM HIM, YOU KNOW.

25X1A [REDACTED]:

25X1A I SEE

[REDACTED]

I SUPPOSED IT WAS THE SEAT, ONE OF THE TIMES THAT I SAW - I SUPPOSE  
25X1A IT WAS WHEN THE SEAT SEPARATED FROM HIM.

[REDACTED]

25X1A DID YOU NOTICE ANY FIRE?

[REDACTED]

25X1A NO - NO FIRE AT ALL.

[REDACTED]

NO FIRE AT ALL.

QUESTION .

25X1A DID YOU EVER SEE THE ENGINE?

[REDACTED]

NO SIR, I DIDN'T. I DIDN'T SEE THE ENGINE.

25X1A

[REDACTED]

25X1A

WAS ANY OF THIS DEBRIS THAT WAS IN THE PROXIMITY OF THE PILOT  
CLOSE ENOUGH TO HAVE STRUCK HIM WHILE HE WAS STILL IN THE AIR?

[REDACTED]

25X1A

I THINK IT WAS ALL AROUND HIM. WHEN I SPOTTED HIM, THE DEBRIS WAS  
ALL AROUND HIM - I'LL JUST HAVE TO SAY IT IN MY OWN WORDS - IT  
LOOKED LIKE HE KINDA OUT RAN THE DEBRIS THERE FOR A SECOND OR TWO  
AND THATS WHEN I SPOTTED HIM.

[REDACTED]

25X1A

WAS HE BIGGER THAN ANY OTHER PIECE OF DEBRIS?

[REDACTED]

25X1A

EXCEPT THE ONE OTHER OBJECT THAT WAS - I DON'T KNOW WHETHER IT  
WAS JUST BELOW HIM OR JUST BETWEEN ME AND HIM, BUT IT LOOKED  
LOWER THAN HIM AND IT WAS FAIRLY LARGE - I BELIEVE .....

25X1A

JUST THE ONE PIECE, THOUGH THAT WAS ACTUALLY BIGGER THAN HIM,  
THAT YOU SAW?

[REDACTED]

25X1A

I BELIEVE THAT WAS THE WING - NOW SINCE I ....

[REDACTED]

25X1A

I SEE.

[REDACTED]:

DURING ALL OF THESE HOOKUPS DID YOU HAVE VAPOR TRAILS?



25X1A

RIGHT SIR - TO THE BEST OF MY KNOWLEDGE - ONCE I HOOK UP I GO ON INSTRUMENTS AND WATCH HIM AT THE SAME TIME AND I DON'T WATCH THE CONTRAILS THEN.

25X1A

BUT YOU AT NO TIME SAW ANY VAPOR TRAIL FROM ANY PLACE OTHER THAN THE CONTRAIL OF THE ENGINE?

25X1A

NO SIR.

25X1A

25X1A

ON THIS CONTACT,  ONCE YOU STATED YOU SAW A LITTLE FUEL VAPOR THE ONE CONTACT - DO YOU REMEMBER WHICH ONE THAT

25X1A

WAS? WAS IT .....

25X1A

THE FIRST ONE.

THE VERY FIRST? ALRIGHT THANK YOU.

DO YOU HAVE ANY FURTHER QUESTIONS GENTLEMEN?

QUESTION :

25X1A

DO YOU HAVE ANY QUESTIONS STEVE?

WELL, THANK YOU VERY MUCH

25X1A

TABLE DISCUSSION WITH TANKER CREW

25X1A

[REDACTED]

TO MY KNOWLEDGE..... JUST AS POSITIVE AS I CAN BE

25X1A

:

25X1A

[REDACTED]

WASN'T QUITE AS SURE. WE THOUGHT THAT .....

[REDACTED]

WELL, HE SAID IT WAS THE LEFT WING, HE DID SAY IT WAS THE LEFT WING, WHEN HE SAID THE WING WAS COMING OFF AND THEN WHEN I ASKED HIM "WHAT!" AND HE SAID - THE WING IS COMING OFF - ITS DISINTEGRATING.

COMMENT :

25X1A

ALL THE SIGHTINGS SEEM TO BE QUITE FAIRLY CONSISTENT

[REDACTED] :

BEFORE WE GOT DOWN YESTERDAY, WITHIN AN HOUR, I WAS SURE IT WAS THE LEFT WING TOO AND SOMEONE SAID, WE WERE DEBRIEFING - MAKING STATEMENTS AND SOMEONE SAID NOW LOOK AT THE .....

25X1A

[REDACTED]

25X1A

AERODYNAMISISTS, DO WE HAVE ONE AVAILABLE?

[REDACTED]

WHAT WOULD HAPPEN? THATS WHAT WE ..... WHAT WOULD HAPPEN IF THE WING CAME UP AND IT CAME COMPLETELY OFF AND YOU LOST ALL THE DRAG YOU GOT ONE WING AND YOU WERE IN SAY APPROXIMATELY THIS ATTITUDE - DO YOU GET MORE LIFT TO MAKE IT COME BACK THIS WAY OR DO YOU GET MORE DRAG TO CONTINUE IT ON OVER? IF IT HAD ALREADY HAD A ROLLING MOMENTUM TO IT AT THE TIME THAT THE WING CAME ..... I MEAN - REALIZE THERE'S NO DRAG EFFECT ON THIS

WING, I MEAN IT, IT SNAPPED OFF SO TO SPEAK - WHICH WAY WOULD THE

TOP SECRET

AIRPLANE - WOULD IT CONTINUE ROLLING IN THIS DIRECTION OR TO  
DISINTEGRATE?

[REDACTED]

YOU HAVE TWO, I THINK, COUNTERACTING FORCES HERE, ACTUALLY I  
THINK TWO THINGS WOULD HAPPEN AT THE SAME TIME. THERE WOULD  
BE THE IMMEDIATE TENDENCY FOR IT TO ROLL TO THE LEFT, BUT ALSO  
A VERY FOND TENDENCY FOR IT TO YAW TO THE RIGHT.

[REDACTED]

THAT'S WHAT I FIGURED, HE WOULD HAVE DRAG.

[REDACTED]

DEPENDING ON HOW MUCH IT YAWED, ACTUALLY, I WOULD SAY - IT'S VERY  
DIFFICULT TO DEFINE - TO SAY WHAT IT WOULD DO AT THAT SPEED.  
ONE MIGHT COUNTERACT THE OTHER. THE FACT THAT IT WOULD YAW  
TO THE RIGHT WOULD COUNTERACT THE FACT THAT THE WING WAS TRYING  
TO ,.....

[REDACTED]:

25X1A

THE THING THAT CHANGED HIS MIND, [REDACTED], WAS THE FACT  
THAT WE SAID - WELL, IT MUST HAVE BEEN THE OTHER WING. I MEAN,  
HE SAID IT - AND HE'S - AND UNTIL WE LANDED, WHICH WAS AN HOUR  
AND 45 MINUTES - IT WAS THE LEFT WING THAT CAME OFF AND THEN WE  
SAT DOWN AND WE TALKED ABOUT LIFT FIRST - AND NOBODY EVEN  
THOUGHT ABOUT DRAG. WE TALKED ABOUT LIFT, AND WE SAID WELL IF  
IT - HE WAS SURE THAT IT ROLLED TO THE RIGHT. THAT THE SPINNING  
MOTION OR RAPID ROLL (ALTHOUGH IT WASN'T A SPIN IN THE TERMS OF  
A PILOTS TERM OF SPIN) BUT THE ROTATION AROUND THE LONGITUDINAL  
AXIS WAS TO THE RIGHT, AND WE SAID - WELL IF IT WAS THAT, IT MUST

TOP SECRET

TOP SECRET

HAVE BEEN THE TOP WING THAT WAS GOOD - TO GIVE YOU THE LIFT TO CARRY IT ON OVER. AND THEN AFTER WE TALKED ABOUT IT A WHILE HE SAID WELL, I DON'T KNOW WHICH WING - AND THEN SOMEBODY CAME UP AND SAID WELL WHAT ABOUT THE DRAG? NOW WOULD YOU HAVE MORE LIFT IF THE LEFT WING CAME OFF, WOULD YOU HAVE MORE LIFT ON THE RIGHT WING TO BRING IT BACK UP OR MORE DRAG AND AS YOU SAY - WOULD THE FORCES BE NEUTRAL AND WOULD IT CONTINUE IN THE DIRECTION IN WHICH IT HAD STARTED?

25X1A

[REDACTED]

IT IS VERY DIFFICULT TO SAY BECAUSE THE FORCES ARE GOING TO CHANGE THE MINUTE .....

25X1A

[REDACTED]

THE RIGHT WING WOULDN'T LAST VERY LONG, YOU FELLOWS HAVE NOTED IT - IT CAME APART VERY SOON AFTER THE LEFT WING WENT, SO ALL YOU GOT ON THE RIGHT, THEN, IS A LARGE DEBRIS WHICH IS ESSENTIALLY DRAG.

25X1A

[REDACTED]

NOW THEN, THE WING THAT CAME OFF WAS THE ONE THAT STAYED INTACT - RIGHT?

25X1A

[REDACTED]

25X1A

THAT'S RIGHT.

[REDACTED]

SO THAT THE ONE THAT WAS ON THE AIRPLANE WAS DEBRIS - RIGHT? THAT THE ONE THAT CAME INTO ALL THOSE PIECES .....

25X1A

[REDACTED]

WE CAN STATE THIS THEN, RATHER CONCLUSIVELY, THAT WHICHEVER WING IT WAS, THE ONE THAT CAME OFF IS THE ONE WHICH REMAINED INTACT.

25X1A

[REDACTED]

RIGHT.

TOP SECRET

25X1A

[REDACTED]

SO IF WE FIND THAT WING THAT WAS THE ONE - AND THE OTHER WING  
BROKE UP, WHICH YOU MENTIONED.

25X1A

[REDACTED]

RIGHT.

COMMENT:

YOU WOULD GET ALL KINDS OF FORCES, DEPENDING ON WHAT THE TAIL  
DID. YOU SAW THE ENGINE, THE TAIL WENT, AND THAT'S PROBABLY WHAT  
CAUSED IT TO DISINTEGRATE. YOU HAD FORCES GOING IN EVERY DIRECTION.

25X1A

[REDACTED]

WHEN YOU (?) THE TAIL, I DIDN'T SAY SPECIFICALLY THAT I SAW THE  
TAIL INTACT BEFORE THE WING BROKE. I DO REMEMBER THAT. I DIDN'T  
SEE THE TAIL AFTER THE DISINTEGRATION TOOK PLACE, BUT THE FIRST  
THING THAT CAME OFF WAS THE WING - THE TAIL WAS INTACT - EVERY-  
THING WAS JUST NORMAL EXCEPT THAT WING WAS COMING OFF AND THEN  
IT HAPPENED.

25X1A

[REDACTED]

I WOULD SAY ABOUT THE DISINTEGRATION - I MIGHT ADD, I HAVE MADE  
A SMALL WAGER THAT THE MAN DID NOT EJECT BECAUSE THIS DISINTE-  
GRATION - I DID NOT SEE HIM GET OUT BEFORE THE DISINTEGRATION -  
AND I SAW (AS I MENTIONED EARLIER) ONLY ONE PIECE - LARGE PIECE  
BESIDES THE WING, AFTER THE WING HAD LEFT, AND THAT WAS THE  
ENGINE, AND I WAS SURE THAT THE MAN JUST DID NOT - THERE WAS  
NOTHING LEFT OF ANY OF IT.

25X1A

[REDACTED]

COULD HE HAVE EJECTED FROM THE RAILS? AT THE - IF THE PARTS  
CAME OUT FROM AROUND HIM AND HE HAD ALREADY STARTED HIS  
PROCEDURE - WOULD IT STAY TOGETHER TO WHERE THE SEAT WOULD  
KICK OFF THE RAILS WITH A ROCKET OR WHAT'S HE GOT TO KICK IT OFF  
WITH?

COMMENT:

HE THINKS HE GOT OUT ALRIGHT UNDER FAIRLY NORMAL EJECTION.

25X1A

THE CANOPY .....

[REDACTED]

WHAT POSITION DOES HE THINK HE WAS IN WHEN HE EJECTED?

25X1A

[REDACTED]

25X1A

HE DOESN'T . HE DOESN'T RECALL THAT.

[REDACTED]

25X1A

HE WAS KNOCKED AROUND QUITE A BIT.

[REDACTED]

25X1A

OH I THINK - WHAT HIS OWN ORIENTATION ...?

[REDACTED]

HIS ORIENTATION AND G FORCE - HE COULD GET HIS FEET IN THE  
STIRRUPS AND GET HIS HANDS - MOVE HIS HANDS SO HE HAD - HE FINALLY  
DEDUCED , I THINK, THAT HE THOUGHT THAT HE WAS FAIRLY NEARLY LEVEL.  
UNKNOWN:

AT LEAST UPRIGHT

[REDACTED]

UPRIGHT POSITION AS APPOSED TO BEING ON HIS BACK.

COMMENT:

THIS IS MY OPINION OF LISTENING TO IT THIS MORNING - IN FACT I'LL RUN THIS TAPE FOR YOU GENTLEMEN. I THINK YOU OUGHT TO HEAR IT AFTER WE GET THROUGH HERE, OK. AND I THINK YOU WILL BE INTERESTED IN IT. BUT MY IMPRESSION OF LISTENING TO THE TAPE - HE WAS - AT LEAST HE WAS NOT UPSIDE DOWN. I DON'T THINK HE KNOWS WHETHER HE WAS IN THIS POSITION OR THIS POSITION OR THIS POSITION OR THIS POSITION BUT I DON'T THINK - AH, I THINK HE KNOWS PRETTY CONCLUSIVELY HE WASN'T LIKE THIS.

[REDACTED]

WELL, IF HE EJECTED, I MEAN THE TOPIC IS - I SAY IF HE EJECTED - THEY BET ON WHETHER HE DID EJECT OR WHETHER IT CAME OUT AND THEN HE JUST OPENED THE SHUTE. BUT IF HE EJECTED, HE WOULD HAVE PROBABLY EJECTED - IF WHAT THEY SAY IS RIGHT, HE WAS IN THIS POSITION, IF HE EJECTED HERE, I DON'T THINK THEY WOULD HAVE SEEN HIM EJECT - IN OTHER WORDS

UNKNOWN:

PRIOR TO THE DISINTEGRATION?

[REDACTED]

ALL HIS WING - AND HE EJECTED AND DISINTEGRATION TOOK PLACE ABOUT THE SAME TIME. AND THE COPILOT SAYS "IT'S DISINTEGRATING" AND OH, WITHIN TWO SECONDS, THE BOOM OPERATOR SAYS - I HAVE THE PIECES IN SIGHT. THE PILOT, HE'S RIGHT IN WITH THE PIECES.

QUESTION:

25X1A MAY I ASK YOU THIS [ ] WAS HE RIGHT SIDE UP WHEN YOU SAW HIM?  
25X1A [ ]

NO SIR, HIS A - APPARENTLY AS I LOOK AT IT NOW, HE WAS IN HIS SEAT

QUESTION:

25X1A WELL, WAS HE UPSIDE DOWN OR RIGHTSIDE UP?

[ ]  
WELL, HIS BACK WAS TO ME AND HIS FEET WAS EITHER DRAWED UP OR IN  
SOMETHING .

QUESTION:

25X1A WELL, WAS HE TRAVELING AWAY LIKE THIS?

[ ]  
25X1A RIGHT SIR, EXCEPT HE WAS MORE, HIS BACK WAS ALMOST RIGHT TO ME.

[ ]  
25X1A THEN HIS HEAD WAS UP?

[ ]  
25X1A YES, HE WAS FACING AWAY FROM ME.

[ ]  
25X1A WELL, HE WOULD STILL BE IN HIS SEAT EVEN AFTER HE EJECTS.

[ ]  
JUST LIKE HE WAS IN A CHAIR, SITTING DOWN. HIS BACK WAS TO ME.

UNKNOWN:

25X1A AT THAT TIME WERE YOU IN TURN?

[ ]  
NO, NOT WHEN HE SAW IT BECAUSE AS SOON AS I TURNED HE LOST HIM.



25X1A

[REDACTED]

I DON'T SEE WHERE HE COULD HAVE EJECTED DOWN BECAUSE HE WAS OFF THE RIGHT WING, AND HE EJECTED DOWN I WOULD NEVER HAVE SEEN HIM UNTIL I PICKED HIM UP FURTHER DOWN - BECAUSE HE CAME RIGHT ACROSS LEVEL WITH ME - WITH MY BOOM OPERATORS WINDOW, WHEN I FIRST PICKED HIM UP.

25X1A

25X1A

[REDACTED]

[REDACTED] STATED, THAT HE ESTIMATED THAT HE WAS POSSIBLY 1,000 FT ABOVE YOU.

25X1A

25X1A

[REDACTED]

SOMEWHERE BETWEEN 500 AND 1,000.

[REDACTED]

THIS IS WHAT I SAID. I DON'T KNOW HOW FAST IT CLIMBS. THE PERIOD OF TIME WAS COUPLE OR THREE SECONDS OR FIVE SECONDS. WHO KNOWS AT THIS TIME EXACTLY TO HIT YOUR WATCH AND SAY -- NOW, THERE'S ONE THING I WILL SAY - MY INITIAL STATEMENT THAT I MADE AND CHANGED; I SAID THAT THE DISINTEGRATION TOOK PLACE AT 1822 ZULU AND THEN THE NAVIGATOR HAD IT LOGGED AND SO I SAID, WELL, THERE'S FOUR MINUTES DIFFERENCE - I'LL USE YOUR TIME BECAUSE I DON'T REALLY KNOW. BUT MY OWN PERSONAL IMPRESSION WAS FOUR MINUTES LATER THAN WHAT I SAID ON THE ORIGINAL TAPE AND WHAT I HAVE IN THE STATEMENT THERE. AND I UNDERSTAND THAT HE THINKS THAT THE -- IT BROKE UP AT 1822 ZULA, 1022 LOCAL, WHICH IS WHAT I SAID, ALTHOUGH HE HAS IT LOGGED IN - HE HAS A FIX LOGGED AT THAT TIME AND THAT'S WHY WE WENT TO THIS SPECIFIC TIME THAT IT HAPPENED.

[REDACTED]

I MIGHT ADD THAT TO MY KNOWLEDGE I WAS FAIRLY - FEEL I'M FAIRLY ACCURATE ON THE TIME BECAUSE I WAS A LITTLE PRESSED ABOUT MAKING A 180 DEGREE TURN. WE HAD INSTRUCTIONS NOT TO GO SOUTH OF THIS POINT, I THINK IT WAS 40 NAUTICAL MILES NORTH OF PALMDALE, AND SO I HAD A TURNING POINT THAT I ESTIMATED WE WOULD BE AT THAT TURNING POINT TO HEAD BACK AT 16 AFTER THE HOUR - AND WHEN WE HADN'T, I WAS PRESSING HIM - "LET'S GET GOING, LET'S GET GOING". I'M WATCHING MY WATCH AND WATCHING AND TRYING TO GET OUT OF THERE, AND FINALLY HE WAS THROUGH AND I GOT UP AND I KNEW WE WERE GOING TO MAKE OUR TURN WITHIN TIME BEFORE WE PASSED THAT POINT.

[REDACTED]

THE MANUAL THAT I HAVE ON THE AIRCRAFT SAYS MAXIMUM SPEED IS AROUND 220. IS THAT FAIRLY ACCURATE?

[REDACTED]

WELL, THE MAXIMUM WE'RE ALLOWED 240 IN THE GUST CONTROL AND 220 IN THE FAIRED CONDITION. THE GUST CONTROL IS WHEN THE FLAPS AND THE AILERONS MOVE UP TO RELIEVE LOAD FROM THE WINGS AND WE ALWAYS REFUEL WITH THE FLAPS AND THE AILERONS IN THE GUST POSITION. THE FLAPS MOVE UP 4 DEGREES AND THE AILERONS MOVE UP 10 DEGREES. THIS RELIEVES LOADS SO IF WE ENCOUNTER ANY TURBULENCE, THEN WE ARE IN THE BEST CONFIGURATION FOR IT. THOSE ARE - AS YOU REALIZE IT, A VERY FRAGILE AIRPLANE AND THOSE ARE VERY STRICT LIMITS WITH US. BUT WE OBVIOUSLY WISH TO GET OUR REFUELING SPEED DOWN AS

LOW AS WE POSSIBLY CAN TO RELIEVE STRESSES ON THE AIRPLANE AND WE ALSO USE THE GUST CONDITION. THEREFORE, IT WAS ORIGINALLY 220 KNOTS, I BELIEVE - OUR REFUELING, AND WE WANTED TO BRING IT DOWN AND THE TANKER CREW SAID, WELL, WITH THIS PARTICULAR LOAD 200 IS THE ABSOLUTE MINIMUM TO BY FLYING AT 35,000 FEET.

25X1A

[REDACTED]  
THAT'S WITH 220,000 POUND TANKER GROSS WEIGHT - RIGHT?

25X1A

25X1A

[REDACTED]  
I CAN'T BE CERTAIN.

25X1A

[REDACTED]  
I'M ALMOST CERTAIN. BECAUSE WE WERE WELL BELOW THAT

25X1A

[REDACTED]  
IT JUST NATURALLY HAS TO VARY - FOR EXAMPLE YOU'RE OVERWEIGHT SOMETIMES OR WHERE EVER WE'RE AT YOU'RE NOT LOW ENOUGH - YOU JUST CAN'T GET TO 200.

25X1A

25X1A

[REDACTED]  
THAT'S RIGHT.

UNKNOWN:

HE WAS - AT THE SPEED YOU'RE TALKING ABOUT, THAT YOU ARE KINDA CONCERNED ABOUT - HE WAS WITHIN THE ENVELOPE.

[REDACTED] YEAH, WELL I'M - I WAS JUST WONDERING --

[REDACTED]  
IN THE CONFIGURATION HE WAS IN, HE WAS ALLOWED TO GO TO 240 KNOTS.

25X1A

[REDACTED]

WELL, HE WAS WELL UNDER THAT - WELL, I MEAN THIS WAS - IT'S DEFINITE  
THAT HE WAS UNDER, WELL UNDER 240 BECAUSE IF HE HADN'T BEEN HE  
WOULD HAVE LEFT ME.

25X1A

[REDACTED]

HE NEVER GOT -- HIS ACCELERATION AND THE CLIMB WAS NORMAL AND  
WASN'T ..... ABOUT IT - BANKING -

25X1A

[REDACTED]

YOU SEE WE'RE LIMITED BY TURBULENCE AS WELL - TO GIVE YOU AN  
INDICATION IF WE HIT MODERATE TURBULENCE, THEN OUR LIMITS ARE  
BROUGHT DOWN RESPECTIVELY FROM 240 TO 170 AND FROM 220 TO 150.  
THEN WE'VE GOT 150 IN FAIRED CONDITION AND 170 KNOT LIMIT IN GUST  
CONDITION. SO YOU SEE IF WE HIT ANY TURBULENCE UP THERE EVEN AT  
200 KNOTS, EVEN IN THE GUST POSITION, MODERATE TURBULENCE WE  
ARE, STRICTLY SPEAKING, EXCEEDING THE -1 LIMITS.

25X1A

[REDACTED]

DESIGN LIMITS. DASH ONE.

UNKNOWN:

HAVE YOU EVER FOLDED A WING IN THIS FASHION?

25X1A

[REDACTED]

NO. FIRST ONE I'VE EVER SEEN FAIL WAS ....

UNKNOWN:

25X1A

WE'VE HAD A WING FOLD AFTER A TAIL COME OFF.

[REDACTED]

25X1A

THE ONLY ONE WHERE THE TAIL DIDN'T COME OFF FIRST WAS [REDACTED]

TANKER ON THE NIGHT - THAT'S NIGHT REFUELING. THAT'S THE ONLY ONE I CAN REMEMBER NOW WHERE THE WINGS FAILED FIRST - OTHERWISE I THINK IT'S ALWAYS BEEN THE TAIL.

[REDACTED]

BUT THE WINGS THAT FAILED HAVEN'T FAILED APPARENTLY WHERE THIS FAILED.

[REDACTED]

THAT'S RIGHT. THE ONE'S I HAVE SEEN HAVE BEEN OUT BY THE 200 AND 300 WING STATION AND THEN IN AROUND 50 SOMETHING INCHES.

[REDACTED]

THAT'S THE MOST CRITICAL SECTION OF THE WING, MID SPAN SECTION - IT'S THE MOST CRITICAL.

[REDACTED]

THAT'S RIGHT - WHERE THE AILERON - END OF THE AILERON. RIGHT IN THAT AREA SOMEWHERE.

[REDACTED]

IN THE GUST CONFIGURATION, SHU, AND SAY, AN EXCESSIVE G LOAD, WHERE WOULD THE WING BE EXPECTED TO FAIL FIRST?

[REDACTED]

I THINK OUT THERE NEAR THE AILERON, ISN'T IT?

[REDACTED]

ABOUT STATION 220. ABOUT WHERE THEY SAW THE RIGHT HAND WING FAIL IS WHERE YOU WOULD EXPECT IT TO FAIL.

25X1A

[REDACTED]

25X1A

UNDER A G LOAD - AN EXCESSIVE G LOAD, IN THE GUST.

[REDACTED]

YES, I THINK.

UNKNOWN:

25X1A

HOW ABOUT A NEGATIVE G LOAD? SAME PLACE?

[REDACTED]

SAME GENERAL AREA.

UNKNOWN:

THE AIRPLANE IS TURNING TO THE RIGHT IT LOOKS LIKE IT WOULDN'T HAVE A NEGATIVE G LOAD ON IT. IT CERTAINLY WOULD NOT HAVE MUCH OF A LOAD ON IT IN A RIGHT TURN IF IT'S THE LEFT WING THAT FAILED.

UNKNOWN:

IT WOULD HAVE LOWER LOAD WOULDN'T IT?

25X1A

[REDACTED]

25X1A

THAT'S THE WING THAT'S GOT THE LIFT.

[REDACTED]

A LITTLE MORE LIFT.

25X1A

[REDACTED]

25X1A

THE LEFT WING SHOULD GET AN INCREMENT OF LOAD INCREASE.

[REDACTED]

RIGHT TURN - THE LEFT WING SHOULD HAVE THE LIFT.

UNKNOWN:

THE LEFT WING, IT WOULDN'T HAVE THE LIFT ON IT.

UNKNOWN:

WELL, IN THE OTHER AIRCRAFT IT'S ALSO THE ONE THAT FAILS TOO.

25X1A

[REDACTED]

ONCE HE GETS HIS INITIAL TURN IN, IF HE HAD HIS TURN IN THE AILERON AND NO FORCE IN THE AILERON AT THAT TIME, THEN THERE WOULDN'T BE THAT MUCH LOAD ON IT.

COMMENT:

NO THERE WOULD BE LESS LOAD ON IT.

COMMENT:

25X1A

[REDACTED] IT HAS BEEN ESTABLISHED BY THESE WITNESSES HERE THAT HE ESTABLISHED DEFINITELY TWO DIFFERENT MANEUVERS HERE - ONE WAS CLIMB AND THEN ESTABLISHED THE TURN SO IT WASN'T A ROLLING PULLOUT - THAT TYPE OF MANEUVER AT ALL.

25X1A

[REDACTED]

I PERSONALLY BELIEVE THAT IF - THIS IS JUST OPINION - NOW IF HE'D HAVE JUST CONTINUED HIS CLIMB - STRAIGHT AND LEVEL - I THOUGHT EVERYTHING WOULD HAVE WORKED PERFECTLY. IT SEEMED JUST THE INSTANT THAT HE STARTED TO BANK TO THE RIGHT - LET'S SEE, THATS RIGHT - BANK TO THE RIGHT THAT IT JUST BUCKLED THAT WING RIGHT OVER.

25X1A

[REDACTED]

HOWEVER, I SAW THE FUEL SPRAY, IF THIS IS CONNECTED WITH IT. I SAW THE FUEL SPRAY BEFORE THE TURN.

25X1A

[REDACTED]

BEFORE HE BANKED?

25X1A

[REDACTED]

THATS RIGHT.

25X1A

[REDACTED]

I THINK THAT'S A KIND OF A PERTINENT FACT. FUEL SPRAY COMING OFF FROM SOMEPLACE. WE SEEM TO HAVE DIFFICULTY ESTABLISHING WHERE IT WAS COMING FROM AND I IMAGINE THIS IS DEPTH PERSPECTIVE.

25X1A

[REDACTED]

I JUST - MAY I ASK THE COPILOT IF HE NOTICED ANYTHING COMING FROM THE VERY TIP AT ALL.

25X1A

[REDACTED]

I HEARD YOU COMMENT ON THAT. I DIDN'T SEE ANYTHING THAT YOU WOULD CALL VAPOR TRAILS - I JUST REMEMBER THE FUEL.

25X1A

[REDACTED]

BUT YOU COULDN'T RECALL WHETHER IT WAS JUST PRIOR OR DURING THE ACTUAL WING BUCKLING THAT THIS .....?

25X1A

[REDACTED]

I DO BELIEVE THAT THERE WAS VAPOR COMING OUT IN HIS CLIMB STRAIGHT UP BUT I HAVE SEEN THIS HAPPEN BEFORE AND I HAVE SEEN ONE TAKEOFF FROM WAKE ISLAND AND FUEL COME OUT OF IT.

25X1A

[REDACTED]

I THINK IT'S TIP VORTICES TYPE AFFECT - I MEAN, THE COMPRESSION AFFECT OF THE RAPID PULLUP - THE SAME THING YOU SEE IN FIGHTERS WHEN THEY COME UP - THE STUFF COME OFF OF THEIR WINGS WHEN THEY COME UP AND THEN START BENDING IT BACK AROUND.



25X1A

[REDACTED]

25X1A

I'D LIKE TO ASK [REDACTED] A QUESTION. WOULD YOU CONSIDER THE

25X1A

VAPOR TRAILS TO BE MILD- MODERATE- OR VERY HEAVY?

[REDACTED]

I WOULD SAY ABOUT MODERATE.

25X1A

[REDACTED]:

25X1A

MODERATE?

[REDACTED]

INITIALLY WHEN HE CAME IN HE HAD A CON OF ABOUT, A GUESS, OF ABOUT  
A MILE AND A HALF, DISSIPATING AFTER THAT. I MEAN, IT WASN'T A CON  
THAT STAYED. IT WAS NON-PERSISTENT. THE CON, YOU'RE TALKING ABOUT  
THE ENGINE CONTRAIL.

25X1A

[REDACTED]

YES.

25X1A

[REDACTED]

25X1A

THAT [REDACTED] SAYS THAT HE COULD STILL SEE THE CONTRAILS FROM  
THE ENGINE, I MEAN FROM THE AIRCRAFT.

25X1A

[REDACTED]:

HAVE YOU EVER SEEN ANY VORTEX TRAILS FROM THE TIP OF THIS, SIU?

25X1A

[REDACTED]

25X1A

NO.

[REDACTED]:

25X1A

UNDER ANY CONDITIONS?

[REDACTED]

NO. YOU'RE NOT NORMALLY LOOKING BACK SO THE ODDS ARE YOU  
WOULDN'T ANYHOW.

25X1A

[REDACTED]

25X1A

I MEAN FLYING ALONG SIDE ANOTHER ONE OR MANEUVERING.

[REDACTED]:

25X1A

NO. NOT AT THAT ALTITUDE.

[REDACTED]

25X1A

PILOT ASKED ME ONE TIME - WAS I HOLDING HIM BACK?

[REDACTED]

25X1A

YEAH, HE DID, I REMEMBER THAT.

[REDACTED]

25X1A

AND I TOLD HIM NEGATIVE. BUT HE WAS RIGHT IN THE AREA WHERE YOU  
GET THAT BOUNDARY.

[REDACTED]

25X1A

BOW WAVE.

[REDACTED]

AND I JUST PASSED IT OFF IN MY MIND HE WAS RIGHT IN THAT POSITION  
AND I FIGURED THATS WHAT IT WAS. BUT HE WAS ON THE BOOM, WE WAS  
IN CONTACT, AND USUALLY THE GUYS NEVER MENTION IT ONCE THEY ARE  
IN CONTACT - BUT HE DID MENTION THAT. HE DID ASK ME IF I WAS HOLDING  
HIM BACK.

25X1A

[REDACTED]

WE HAD BOW WAVE IN THE TANKER ON THE FIRST THREE CONTACTS, YOU  
KNOW, THE PORPOSING. AND NORMALLY IN THIS TYPE AIRCRAFT, WITH  
THIS TYPE AIRCRAFT IT'S WHEN HE IS HIGH IN THE ENVELOPE THAT HE  
CAN DO THIS BECAUSE EACH MOVEMENT OF HIS CONTROLS AFFECTS MY  
CONTROLS AND IT TRY'S TO PITCH IT OVER AND THE AUTOPILOT BRINGS

IT BACK UP AND THEN IT'S OUT OF SYNCHRONIZATION. WHEN HE'S MAKING A CORRECTION BECAUSE IT'S PITCHED OVER AND THE AUTOPILOTS MAKING A CORRECTION WHICH EFFECTS HIM AND IT GETS A PORPOISE EFFECT BUT THIS IS ABOUT - NOW [REDACTED] SAYS HE WAS NOT HOLDING BACK, AND I TOLD DEAK THAT WE WERE -- THAT WE SHOULD BE GETTING SOME PUSHING BECAUSE OF THIS BOW WAVE EFFECT. IN OTHER WORDS, THE BOOM'S GOT 3,000 POUNDS OF HYDRAULIC PRESSURE AGAINST IT AND IT WOULD HOLD. I MEAN IT WOULD PUSH AGAINST HIM AS THE BOW WAVE EFFECTS TOOK PLACE AND SO THAT'S WHAT THE PUSHING THAT HE THOUGHT THAT HE MIGHT HAVE - AND I DID TELL HIM THIS TOO - THAT HE WAS GETTING SOME PUSHING. BUT AFTER ABOUT THE FIRST THREE CONTACTS, THERE'S NO BOW WAVE AT ALL. I MEAN HE WAS LOWER APPARENTLY LOWER IN THE ENVELOPE. WAS HE? I DON'T KNOW. I'M JUST GUESSING FROM MY .....

[REDACTED]

NORMALLY .... THE ONLY TIME I NOTE ANYTHING IS WELL - IF ITS UNUSUAL IF EITHER THE - EXCUSE ME, PILOTS, IF YOU CAN'T FLY THE AIRPLANE OR SOMETHING LIKE THAT - THERE WAS NOTHING LIKE ...

UNKNOWN:

WELL, WERE YOU AT YOUR MAXIMUM LENGTH? WHAT WAS THE LENGTH OF YOUR PROBE THE FIRST TWO AS AGAINST THE LATTER ONES? AND THE ANGLE OF IT BEING WHERE THE .....

[REDACTED]

AT THE TIME HE ASKED ME WAS I HOLDING HIM BACK, HE WAS A LITTLE LOW. HE WAS WITHIN THE LIMITS, BUT HE WAS JUST A LITTLE LOWER.

UNKNOWN:

25X1A DID HE EVER COME TO THE END OF YOUR LIMITS, AZIMUTH OR VERTICAL?

[REDACTED]

25X1A NO, HE NEVER DID ANYTHING. JUST A PERFECT REFUELING.

[REDACTED]

THERE WAS SOME MENTION MADE THAT THERE WAS A JET STREAM AT 28.

JUST WONDERED IF IT'S CONCEIVABLE THAT POSSIBLY YOU MIGHT HAVE SEEN

SOMETHING JUST PRIOR TO THE BREAKUP THAT WOULD INDICATE THAT

THE TURBULANT CONDITION MIGHT HAVE CHANGED WITHIN A 1,000 FEET

25X1A ABOVE YOUR ....

[REDACTED]

THE WEATHER WAS - HIGH ALTITUDE WEATHER WAS PERFECTLY CLEAR.

NO INDICATION OF ANYTHING. I MEAN, WISPY CLOUDS AND SO FORTH

THAT YOU WOULD GET WITH HIGH SPEED WINDS OR POSSIBLY SHEAR?

25X1A NO INDICATION.

[REDACTED]

ANY TURBULENCE?

25X1A [REDACTED]

25X1A NO.

[REDACTED]

25X1A IS IT YOUR BELIEF THAT THAT JET STREAM WASN'T THERE AS FORECAST?

[REDACTED]

WELL, THE JET STREAM THAT I MENTIONED - I'LL TELL YOU - PRIOR TO

LEAVING BEAL, - I WAS IN THE WEATHER STATION AND TALKED TO THEM

AND ASKED HIM WHAT THE WEATHER WAS YESTERDAY AT 1800 ZULU IN THE

LOS ANGELES AREA. ALL THE CHARTS

AND SAID THEY HAD A JET STREAM AT ABOUT 28,000 FEET. WHICH IS THE

CORE OF THE JET. ABOVE IT, WHICH AT 35,000 FT HIS WINDS I BELIEVE NOW, TO THE BEST OF MY KNOWLEDGE, HE SAID 280 AT ABOUT 70 IS THE DEGREE BUT AT 28,000 THEY WERE AT ABOUT 100 SOME KNOTS. AND SO THIS WOULD INDICATE WE WERE WELL ABOVE ANY OF THE JET. MY WINDS, I GAVE YOU WERE 260 AT 60 OR 265 AT 60. ABSOLUTELY NO TURBULENCE AND JUST TO DEFINITELY CLEAR SOMETHING UP, WHEN HE STARTED HIS CLIMB, PRIOR TO THE LEFT WING COMING OFF, I DEFINITELY SAW A VAPOR COMING FROM THE WING - WHEREABOUTS IN THE WING AND HOW STRONG OR HOW LONG I WOULDN'T DEFINITELY QUOTE ON THAT.

[REDACTED]

AND THIS WAS IN THE CLIMB BEFORE THE TURN?

[REDACTED]

YES.

[REDACTED]

I BELIEVE [REDACTED] HAS MADE SOME PRETTY POSITIVE OBSERVATIONS ABOUT THE VAPOR. I JUST WONDER IF WE COULD GO OVER IT AGAIN. HE WAS FLYING IN FORMATION ABOUT LEVEL ATTITUDE, SLIGHTLY FORWARD OF THE TANKER WING - ABOUT 200 FT. OUT AND WENT INTO A CLIMB, AND IT WAS ABOUT THIS TIME I BELIEVE, YOU SAID YOU SAW THE VAPOR. AND THEN HE WENT INTO A ROLL - THAT'S WHEN THE WING FOLDED UP.

[REDACTED]

SHORTLY AFTER HE ENTERED THE ROLL, THE WING SEPARATED - WAS STARTING TO COME OFF.

25X1A

[REDACTED]

BUT THERE WAS A DEFINITE TIME INTERVAL WHEN HE WENT INTO A CLIME  
HE SAW SOME VAPOR.

25X1A

[REDACTED]

THATS RIGHT, THE INITIAL ACCELERATION - AND IT ALMOST CEASED AND  
25X1A THEN HE STARTED THE BANK.

[REDACTED]

HE WAS GOING UP LIKE THIS AND THEN HE WENT INTO A ROLL AND THEN  
25X1A THE WING FAILED?

[REDACTED]

THATS RIGHT.

25X1A

[REDACTED]

AND YOU FEEL FAIRLY CERTAIN THAT THE FUEL VAPOR YOU SAW WAS DOWN  
25X1A IN THIS REGION.

[REDACTED]:

IT WAS - THATS RIGHT. I'M NOT SURE - THE VAPOR AS IT CAME OUT GOT  
25X1A LARGER.

[REDACTED]

25X1A

BUT IT WAS DOWN IN THE WING ROOT IN THE FUSELAGE AREA?

[REDACTED]

IT WASN'T BEHIND THE WING. YOU SEE THIS PART RIGHT HERE? IT WAS  
ANYWHERE BEHIND THAT AND IT COULD BE - I BELIEVE IT WAS ON THE  
BODY OF THE AIRCRAFT AND NOT ON THE WING, THAT'S WHAT I THINK.  
AND WHERE THE WING BROKE WAS RIGHT WHERE THIS - SO IT HAD TO BE  
ALMOST ONE AND THE SAME PLACE. IT MIGHT HAVE BEEN RIGHT AT THE

JOINT, THERE, BECAUSE THE WING BROKE RIGHT WHERE THIS VAPOR  
25X1A WAS COMING FROM - THAT'S WHERE I FIRST NOTICED AN OPENING.

[REDACTED]

COULD YOU TELL CONCEIVABLY, THE WING TOOK PART OF THE FUSELAGE  
25X1A WITH IT WHEN IT BROKE?

[REDACTED]

NO SIR, I DON'T THINK IT DID. I THINK THE WING, THE WHOLE WING RIGHT  
THERE - IT JUST TOOK THAT WING OFF AND BENT IT BACK OVER AND IT  
25X1A ALL WENT BY ITSELF AND NO PART OF THE FUSELAGE.

[REDACTED]

I THINK WHAT HE'S TRYING TO SAY IS , IT DIDN'T TAKE ANY OF THE SKIN  
THE SKIN PORTION OF THE FUSELAGE, IN OTHER WORDS - IT BROKE CLEAN.

25X1A [REDACTED]

25X1A THATS RIGHT

[REDACTED]

AS THIS MODEL IS MADE AT THE JOINT.

25X1A [REDACTED]

THATS RIGHT.

25X1A [REDACTED]

AND THE IMPLICATION OF THAT, I GUESS WOULD BE, THAT THERE WAS  
EVIDENTLY A RUPTURE IN THE WING LOWER SURFACE FROM WHICH FUEL  
VAPORS MIGHT HAVE BEEN STREAMING, RIGHT DOWN NEAR THE WING ROOT,  
WHEN THEY APPEARED TO BE COMING OFF THE FUSELAGE.

25X1A

[REDACTED]

COULD VERY WELL BE, BECAUSE I WOULDN'T, ALL I COULD SEE WAS THE VAPOR. I COULDN'T SEE AN OPENING UNTIL THE WING SEPARATED - UNTIL THE WING SEPARATED, I DIDN'T KNOW ANYTHING WAS WRONG. SO I COULDN'T TELL WHERE EXACTLY THE VAPORS WERE COMING FROM.

25X1A

[REDACTED]

WE DON'T HAVE ANY OPENINGS IN THE FUSELAGE DO WE BILL?

25X1A

[REDACTED]

DO YOU DETERMINE WHETHER IT WAS . . . THE SOURCE OF THIS VAPOR WAS AHEAD OF THE TRAILING EDGE OF THE WING OR NOT?

25X1A

25X1A

[REDACTED]

IT WAS AHEAD OF THE TRAILING EDGE.

25X1A

[REDACTED]

DEFINITELY AHEAD, THEREFORE IT MUST HAVE BEEN FROM UNDERNEATH.

[REDACTED]

THATS RIGHT.

UNKNOWN:

AT THE TIME THE WING BROKE UP, DID YOU NOTICE ANY INCREASE OR ANY SUDDEN CLOUD OF VAPOR?

25X1A

[REDACTED]

NO I DIDN'T. IT MIGHT HAVE BEEN, BUT I DIDN'T NOTICE ANY. I THINK IF THERE HAD OF BEEN A FIG VAPOR CLOUD THERE, I WOULD HAVE NOTICED IT- I PROBABLY WOULD HAVE SAID IT WAS SMOKE OR SOMETHING,



25X1A BUT IT WAS UNUSUALLY CLEAR, THERE WAS NOTHING LIKE SMOKE OR FIRE OR VAPOR.

[REDACTED]

THINK WHAT WOULD OF HAPPENED HERE, GENTLEMEN, IS THAT THE EYES WOULD HAVE BEEN ON THE PIECES, WHEREAS ANYTHING, ANY FUEL THAT CAME OUT FROM THEREON, OR VAPOR THAT CAME OUT, WOULD HAVE BEEN WHIPPED STRAIGHT BACK, WHEREAS THE EYEBALL WOULD BE ON THE MAJOR PORTIONS AND PIECES.

UNKNOWN:

25X1A YOU MIGHT PLAY DEAK'S TAPE FOR THE GUYS. THEY MIGHT GET SOME ADDITIONAL INFORMATION ....

[REDACTED]

YEAH, I'D LIKE TO HEAR THAT TOO.

TO	NAME AND ADDRESS	INITIALS	DATE
1.	INFO- [Redacted]		
2.	[Redacted]		
3.			
4.			
5.			
6.			
7.	to file		
RETURN TO SENDER			
ACTION		CONCURRENCE	INFORMATION
COMMENT		FILE	SIGNATURE
REMARKS			
<p>Re: A-1 34v</p> <p>fe</p> <p>QUOTE "yeah I'd like to hear that too"</p>			
FROM			
NAME AND ADDRESS		PHONE NO.	
		DATE	

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**TOP SECRET**

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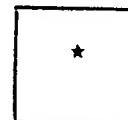
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